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HISTORICAL REVIEW OF CATTARAUGUS COUNTY

By MICHAEL C. DONOVAN

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INTRODUCTION

This brief history of Cattaraugus County may be considered an effort to consolidate in topical form information accumulated from studying books, newspapers, pamphlets and maps; from interviewing a considerable number of residents; and from personal observation the result of travel in every section of the country. A policy of assembling incidents in a topical, rather than chronological form is preserved, as is an attempt at placing an interpretation on events, periods and movements.

It is deemed expedient from time to time to remind the reader that county history is closely interwoven with American history in general, hence a review of certain aspects of national history seems not out of place.

With regard to incidents of the pioneer days it is well to remember that anecdotes trivial in themselves may be considered important if they serve as an aid in interpreting the manner of life of people who dwelt in another day.

The social and economic, rather than political, aspects of county history are stressed. An attempt to go into considerable detail with regard to political issues might wreck the entire effort on the rocks of controversy. At any rate it would require a volume of much greater capacity in order that the various angles be mentioned and analyzed. The growth of the parent-teacher movement in the county has resulted in added interest in the county's educational institutions, both past and present. This phase is given considerable detail, both regarding the rural school system and the institutions of higher learning. The economic system, both rural and urban, is traced, also the natural or artificial resources which led to the rise of certain villages.

The increased automobile traffic in recent years has been accompanied by a corresponding increase in visiting places of historic value or natural beauty. This is often accompanied by making inquiries from natives as to their origin and history, a system not always satisfactory since it involves the well known axiom that those who dwell in the immediate vicinity of such an attraction often hold little interest in its lore and not infrequently are puzzled by its attraction to visitors. An example of this is the vicinity of the beautiful waterfalls of Barber Brook which have a course definitely unlike that of most falls. In recent years a traveler inquired of a group of woodsmen in the immediate vicinity as to directions, and the channel of Barber Brook was indicated, but the woodsmen denied any knowledge of a waterfalls therein. Disinterest of this sort is not limited to this county but is a general condition found by tourists in the country at large.

An attempt to list herein all the persons whose direct or indirect aid has been of value in assembling this work would be impossible at

this time. The writer has expressed his gratitude individually however, and does so now collectively. Recognition must be extended to the following libraries whose research departments have been used to advantage: Salamanca Public Library, Freidsam Memorial Library at St. Bonaventure, Buffalo City Library, Cattaraugus County Historical Building and Adjacent Library, Olean Public Library and Albert G. Dow Library at Randolph.

In photographs for this volume aid has been kindly extended by T. A. McKerron, Harrold Travis and the late Chester Hulbert of Salamanca, Mrs. Frederick Larkin of Randolph and Mrs. JaQuay of Steamburg.

Gratitude is extended to aid, either direct or indirect, received from the following newspapers: Buffalo Evening News, Olean Times-Herald, Salamanca Republican Press, Salamanca Inquirer, Randolph Register, Gowanda News, Cattaraugus Times, Allegany Citizen, Ellcottville Post, Wellsville Democrat and Machias Sentinel.

The following books or pamphlets have been consulted:

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| Franklin Ellis: | History of Cattaraugus County, N. Y. (1879). |
| William Adams: | Historical Gazetter and Biographical Memorial of Cattaraugus County (1893). |
| Dr. Paul D. Evans: | The Holland Land Co. |
| Congdon: | Historical Annals of Southwestern New York. |
| Turner: | Pioneer History of the Holland Purchase. |
| C. L. Johnson: | Centennial History of Erie County. |
| C. L. Matteux: | The Wonderland of Work. |
| Dr. Frederick Larkin: | Ancient Man in America. |
| McLaughlin: | Triumphant Progress of a Great Nation. |
| Beard: | History of the United States. |
| Mrs. Catherine Bradley: | Historical Glimpses of Olean, Bradford and
(Rock City. |
| Frances Foote: | Salamanca Old and New. |
| Stewart Miller: | One Hundred Years of Progress. |
| Manuscript describing the history of the Quaker Mission. | |
| Mrs. Van Valkenburg's Scrapbook (Delevan). | |
| Abbott Hose Co. Scrap Book. | |
| Record of Hearings by U. S. Senate Committee on Indian affairs. | |
| Pamphlets containing historical and biographical sketches of Dayton and Franklinville. | |

SECTION ONE

PHYSICAL AND GEOGRAPHICAL FEATURES

The geographical features of Cattaraugus County may be said to have a general resemblance to that of the other counties of southwestern New York. Its area is approximately 1,334 square miles, ranking eighth in the state. Erie County and a small part of Wyoming County border it on the north, Allegany County on the east, and Chautauqua County on the west. The Pennsylvania Counties of Warren and McKean are its neighbors on the south.

Cattaraugus County may be said to represent a connecting length between the St. Lawrence River Basin and the area drained by the Mississippi. Cattaraugus Creek, which rises in Wyoming County and flows westward into Lake Erie, forms the northern boundary, and serves to drain about one-fourth of surface of the County. The remainder is drained by the Allegany River, the eastern-most tributary of the Mississippi. The water-shed between the Cattaraugus Creek and the Allegany River follows an irregular course through the north-central part of the County. The western part of the County is mostly drained by the Conewango Creek or its branches; this section originally contained large areas of marsh land, but most of the swamps have receded in the course of time and have become valuable for grazing as well as for the production of grain.

The extreme northwestern section shares in the climate which features the shores of Lake Erie; the raw, windy weather found there make its winters rather severe, although the actual temperature may not drop as low as elsewhere in the County. Franklinville, Great Valley and Knapp Creek often report temperatures among the lowest in western New York. Of the County in general it may be said that the winters are moderately cold and the summers rather mild. Cyclones and heavy wind-storms are decidedly rare, while blizzards from the west lose considerable of their vigor before striking southwestern New York. The annual rainfall averages between 30 and 45 inches, or about equal to that found elsewhere in the Empire State.

Most of the area north of the Allegany River is rolling land, with only the valleys extensively cultivated. Toward the Cattaraugus Creek the hills become lower, and in some sections the land is cultivated even on the hill-tops. The Cattaraugus Creek cuts through deep gorges in a number of places, and both the main stream and its tributaries are featured by beautiful waterfalls and rapids. The low hills in the northern part of the County are in contrast with the lofty highlands found on both sides of the Allegany River, and in most of the section between the river and the state-line.

The highest altitude is about 2400 feet, a figure reached or approximated by several summits. The hills about the Allegany are

adorned in a few places with high fields of rocks, remarkable for their quaint formations. "Rock City," a few miles south of Olean, has been a favorite holiday resort for many years. The rock formations west of Great Valley Creek, between "Hungry Hollow" and the river valley, are likewise worth visiting.

In the early days of settlement, the southern section of the county was predominately forested with hemlock and pine, while hardwoods, largely oak, hickory, maple and ash, predominated in most of the northern section.

A large part of the hemlock and pine was cleared during the lumbering era, and many of the hills once occupied by them have since abounded in wood of other textures, especially oak and chestnut. The latter species was destined to almost complete extermination by a rather mysterious blight during the late 1920's.

In the extreme northwestern part of the county, intensive farming is fostered on a small scale, beans, peas and other produce having ready markets at the canning factories found at South Dayton or in Chautauqua County. In most of the county, however, dairy farming is the only branch of agriculture pursued. In the valleys, the soil is mostly gravelly loam, well adapted for both pasturage and the cultivation of grain. Field corn, oats and barley, as well as clover and timothy, are cultivated throughout the level areas and on the cleared and less rugged hill-sides. It is to be noted that potatoes, one of the leading agricultural products of western New York, are of minor importance in Cattaraugus County. Fruit raising assumes a rather prominent place in the northwestern corner of the county. Elsewhere in the county, small apple orchards and a few cherry trees are found here and there, adding variety to the farmers' crops but not assuming commercial importance.

The ability to supply both grazing land and to place sufficient acreage under cultivation for silage and other feed appears to be the true test of successful farming in most of the county. Inability to meet this test has resulted in some localities abandoning the efforts, hence the many "run down" and abandoned farms. The valleys of the small brooks contain many acres of this land, and present an excellent opportunity for the ever-desirable practice of reforestation.

The valley of Barker Run, in the town of Great Valley, is a typical example of marginal farmland. Laxity of highway maintenance and electric or telephone service may be due to a similar scarcity of demand on the part of its few inhabitants. The abandoned apple orchards would seem to be reminders of days when the valley was featured by a greater population. The resources of the valley were so poor that the struggle for existence forced its population into other quarters. The fields are partially used as pasture land and perhaps are of little value for cultivation. The presence of rabbits,

squirrels and partridges might recommend it as hunting ground but much of the land is "posted" against hunting. A spring of clear, cool water by the road-side is a boon to the hunter or hiker, but for the property owner is an unprofitable substitute for the petroleum which is found only a few miles distant. Attempts at finding oil at Barker Run have resulted in failure. Washington Irving's suggestion of Sleepy Hollow as a haven for one who wished to "steal away from the world and its distractions, and dream quietly away the remainder of a troubled life" might well apply to Barker Run. A more practical recommendation, however, would be to have it reforested with pine, spruce or hemlock. This valley is typical of several such abandoned, or semi-abandoned tracts, found especially in the southern part of the county.

Allegany and Cattaraugus Counties are the only Counties in New York State in which oil is produced in large quantities. The area south of the Allegany River and east of Tuna Creek abounds in wells, the northern extension of the famous Bradford oil fields, often regarded as the highest grade of oil in the world. North of the river, oil is being produced in the "Five Mile" section, north of the village of Allegany. A field, producing fair results, is being worked at present in the town of Humphrey. A few successful wells have resulted in other sections of the County.

Gas is being produced in most parts of the oil fields mentioned above, also along the Cattaraugus Creek, especially within the limits of the Cattaraugus Reservation. The town of Leon also produces a small quantity of gas. Gold is said to have been discovered on the hills south of Salamanca, and actually resulted in steps taken toward mining it, but the venture proved more valuable as a curiosity than as a commercial enterprise.

Wolves and bears abounded in considerable numbers in the early days of settlement, making it necessary for the state and local governments to appropriate liberal sums as bounties for their extermination. By the middle of the nineteenth century, danger to the inhabitants from wild animals appears to have abated. At present, deer are the only form of larger wild animals to be regularly seen throughout the county, although bears are rather common along the river and in the State Park. Foxes, although less common than deer or bears, are occasionally seen. The smaller species of game, such as partridges, pheasants, rabbits and squirrels, are found in the forested regions throughout the countryside. The present inhabitants have little to fear from wild animals, and the practice of paying bounty for their extermination has been long since discontinued.

It was, however, a region in which wolves, bears and panthers lurked in the dark recesses of the forests when the westward expansion of the Caucasian race brought settlements into the valley of the Allegany River, or of the Ischua-Olean or Cattaraugus Creeks.

SECTION TWO

INDIAN OCCUPATION

At the time Columbus made his memorable voyage into the unchartered waters of the western ocean, North America was sparsely inhabited by tribes of natives who, like the peoples of ancient Gaul, differed "among themselves in language, customs and institutions." Nearly all of New York State, together with large sections of Pennsylvania and Ohio, was inhabited by tribes or "nations" of the Iroquoian stock and linguistic group.

During the early part of the seventeenth century there dwelt, according to Indian tradition, a Mohawk chief, remarkable for his wisdom, foresight and power of organization. The name of this famous figure was Hiawatha, a name later made famous through Longfellow's famous epic. Hiawatha is credited with being the foremost character in the organization of the political and military unit known as the Iroquois Confederacy, or Five Nations. The organization of this confederacy, probably the most advanced political step taken by North American Indians, was destined to affect not only the neighboring Indian tribes who did not belong to the Confederacy, but also the white settlements which were soon to find their way into the valleys of central New York. The Iroquois Confederacy consisted of the Five Central New York Nations: the Oneidas, Onondagas, Cayugas, Mohawks and Senecas, each tribe occupying land near the river or lake of the same name. In 1715 the Tuscaroras joined the Confederacy, after which it was known as the Six Nations. The government of the Iroquois Confederacy had features of both a democracy and an oligarchy. The Confederacy was also known as the Long House, and the Senecas, occupying the land at the western extremity, were known as the "Door-keepers of the Long House." The Genesee River was the western boundary of the Seneca domain.

West of the Genesee River, and reaching from that stream to Lake Erie, the land was occupied by the Eries, a powerful and warlike tribe of Iroquoian language and race, but not a part of the Iroquois Confederacy. The territory of the Eries extended northward to some point on Lake Erie, probably between the present city of Buffalo and the mouth of Cattaraugus Creek. North of this point, the land was occupied by the so-called Neuter Nation, their territory extending across the Niagara into Canada.

Peace reigned between the Eries and Senecas for many years. The two tribes were known to contest in athletic events, prominent among which were matches in lacrosse, a game which the Indians had learned from the French.

At length, however, a fierce and sanguinary war broke out, the Senecas being supported by the other nations of the Confederacy. The war began in about 1653 or 1654 and ended in 1655. The final and decisive battle was fought near the present village of Canadea in Alleghany County. An Iroquois force which had been kept in reserve was largely instrumental in deciding the outcome of this battle, which has been described by Ellis in graphic and picturesque language. Ellis based his description on earlier writings and on Indian tradition, writing as follows:

“The Eries were first to assault, and they did so with a fury which drove the confederates from their position; but they soon rallied and drove the Eries back in great disorder. And so, with the alternate charge and recoil of each, the tide of battle ebbed and flowed seven times across the red field, which was thickly strewn with the red warriors of Seneca and Erie, grappling at each other’s scalplocks even in the agony of death. At last, by a well-feigned retreat of their opponents, the impetuous Eries were drawn into the ambushade of the Iroquois reserve and then a thousand fresh warriors yelled the war-whoop and leaped upon them. The Eries wavered and gave way, and the flight became a rout and a massacre, for quarter was neither asked nor given . . .”

“The remnant of the Erie warriors who escaped the terrors of the field continued their flight toward the southwest, along the valley of their own beautiful O-hee-yo, but even here they found no rest . . . The flight and pursuit was continued, says tradition, until the last Erie had crossed the Fathers of Waters and five moons had passed before the Seneca braves returned to celebrate their victory in the villages of the Gen-nis-hei-yo.”

The Eries fortunate enough to escape were incorporated with the Senecas, hence the Eries, like the ten lost tribes of Israel, were lost sight of to history. The domain which they had occupied was now in the hands of the Senecas, there apparently being no demand from the other four nations, all of which took a part in the war, for a share in the spoils. It has been said that the purpose of the war was the removal of a dangerous foe rather than the acquisition of new lands. At any rate, the huge territory of the former Erie nation, abounding in game and fish, was now an almost wholly uninhabited wilderness over which the Senecas might wander on their hunting expeditions.

For many years, this region’s only inhabited communities were a few villages on the west side of the Genesee. Later, however, a few scattered settlements appear to have been established elsewhere, for on Morgan’s map four Seneca villages are indicated in or near what is

now Cattaraugus County. One was located on the Allegany River, opposite the mouth of Tuna Creek, one at the mouth of Red House Creek, and one on the west side of Cold Spring Creek. A village was also indicated at the Cuba oil spring, famous among the Senecas for its supposed medical qualities.

But if the Iroquois Confederacy were exalted by their bloody triumph over the Eries in the middle of the seventeenth century, then its period of grandeur might well be taken as a case of pride which "goeth before a fall," for the following century was to see its power broken forever. While "red-men" battled among themselves with bows and arrows and tomahawks along the Genesee or in the wilderness, pioneers of a lighter complexion were clearing forests to the eastward in an effort to establish farms, make roads, or build villages. Every decade was to see the Caucasian race increase in population, land occupation, wealth and power. Moreover, the colonies were developing a spirit of nationalism which the ill-advised policy of King George the Third was to foster rather than crush. In the spring of 1775 the spark burst into flame. In an effort to overcome the colonies, the British government appears to have enlisted the aid of Indians rather early in the war, for the Declaration of Independence, written a little over a year after the outbreak of the war, states, in listing the grievances of the colonists, "He (the king) . . . has set upon the inhabitants of our frontier the merciless Indian savages . . ." Bands of Indians, armed by the British and frequently led by "Tories," made regular raids against frontier settlements. The bloody massacres of Wyoming, Pa., and Cherry Valley, N. Y., were chiefly the work of the Iroquois.

Following these sanguinary episodes, Washington delegated General John Sullivan with a force of three thousand troops of the Continental Army to repulse the Indians who had taken part in the bloody attacks on the frontier. General James Clinton, with a force of two thousand, joined Sullivan, and the colonial troops overcame a force of seventeen hundred Indians and Tories at Newtown, where the present City of Elmira stands. Following the Battle of Newtown, Sullivan's army proceeded to devastate the countryside about the Genesee, burning corn-fields and orchards, and destroying more than forty Indian villages. The Indians fled from their lands in central New York, many emigrating to Canada. Most of the Senecas fled to the southwestern part of the state, settling in the valleys of the Allegany River, or off the Cattaraugus or Conewango Creeks. The military power of the Iroquois was definitely broken, and the era of peace which followed the Revolutionary War saw the Senecas dwelling quietly and harmlessly in the above-mentioned valleys.

SECTION THREE

EFFORTS OF THE FRIENDS, OR QUAKERS

The first white people to establish themselves in Cattaraugus County did so as the agents of a religious group, bent on extending social and educational benefits to the Indians. The Society of Friends, usually known as Quakers, originated in England during the seventeenth century. George Fox was the founder of the sect, which attracted considerable attention from their refusal to bear arms against other human beings, also from their refusal to take an oath. They early took a prominent part in social and reform movements. William Penn, the son of an officer of the Royal navy, became a member of the sect and resolved to found a colony in America as a home for his religion. The colony of Pennsylvania was established in 1681, Charles the second having granted it to Penn in payment for an unsettled claim which had been due to his father.

Honest and friendly dealings between Quakers and Indians featured the colony from its beginning. The Quakers did not consider the land their own until they had purchased it from the natives. The celebrated treaty under the elm tree at Philadelphia was the beginning of a friendship between the two peoples which has never been broken. Once established in their colony, the Friends resolved to aid the Indians in establishing a better standard of social well-being, and in extending to them the blessings of education. To this end the Quakers established schools and missionary outposts deep in the Indian country.

In the year 1791, Cornplanter, one of the prominent Chiefs of the Senecas, came to Philadelphia, then the nation's capital, to discuss relations between the Federal Government and the Senecas. While there, he requested the Friends to extend some aid to his people, who had recently become established in the Allegany and Cattaraugus valleys. His petition resulted in the founding of a missionary outpost, its first location being at a deserted village known as "Old Town," between the present "Kent's Corners" and Onoville. Joel Swayne, Halliday Jackson and Henry Simmons were among the early leaders of the Quaker Run enterprise. Jacob Taylor and Joshua Sharpless later joined the mission, having previously done similar work among the Oneida Indians. An abandoned house was purchased from an Indian woman for twenty dollars, and the Quaker holdings at Old Town, consisting of about 150 acres, contained a grist mill, blacksmith shop and a few other buildings. Here the Friends began their work of teaching the Indians the elementary principles of agricultural and mechanical science.

The Indians appear to have been divided in their attitude toward the educational efforts of the Quakers. One faction, led by Cornplanter and others, considered it a progressive step toward improving the status of their people. Others looked on it as a possible danger to losing their traditional customs, and perhaps suspected the Friends of entertaining selfish designs. While the first group was dominant, the Friends' efforts received hearty cooperation from the Seneca officials.

The present officials of the Friends' School at Quaker Bridge are in possession of a manuscript, written at an early date, which traces the vicissitudes of the Quakers in this region. This document, in referring to the opinion of the Indians on their efforts, says:

"At one of their councils, Cornplanter, their chief, said in an address: '... Brothers, we can't say a word against you. It is the best way to call Quakers brothers. You never wished any part of our lands, therefore, we are determined to try to learn your ways, and these young men may stay here two years to try, and then if they like it, and we like it, your young men may stay longer.'" The document then explains that this decision came about after the chiefs had gone into a conference to discuss the issue.

It appears that the suspicion of some of the Indians toward the Quakers was fostered partly by white people who had begun to settle near, or travel through the reservation, and expressed the opinion that the Quakers coveted Indian lands.

To dispel the Indians' fears on this subject, the Quakers decided to remove their quarters from "Old Town" to some other location nearby, far enough from the river to be off the reservation. Accordingly, a new tract of land was obtained in 1803, a short distance up Quaker Run, and the mission was moved there in 1804. When the Quakers left "Old Town," they left behind blacksmith tools, farm implements, etc., for the benefit of the natives.

The new tract of land contained 692 acres, and, although all the land was off the reservation, it was probably more accessible to many of the Indian dwellings than the old location. After moving to their new quarters, the Friends repeated the process of building a blacksmith shop, a mechanical work-shop and farm buildings. A saw-mill was put in operation in 1805.

The attempt to maintain a school for Indian children, like the attempts in other fields, found the Indians divided in their attitude. Joseph Elkington, a Friend who had come from the vicinity of Philadelphia for the purpose, for sixteen years made an effort to keep a school open; at times he was threatened by the natives, while for long periods his school was highly successful. The above-mentioned manuscript states that in the year 1835 two schools were kept under the

management of the Indians themselves, having Indian teachers; one school contained ten to sixteen students, the other, twenty-five to fifty. It is quite probable that these two schools were started by the Friends, after which their management was delegated to capable Senecas whom they had trained.

In the fall of 1835 and in the spring of 1836, the valley of the Allegany was ravaged by floods, bringing destruction and panic to the Allegany Reservation. The corn, wheat and other crops were completely destroyed on most of the bottom lands, and danger of famine and pestilence was paramount. The Quakers met this crisis with energy, sending to Philadelphia for grain and other aid. Another flood devastated the region in 1842. Records fail, however, to mention figures of casualties from drownings or sickness.

Intervention by the Quakers aided greatly in breaking up the plan put forward by the Ogden Land Company in 1838, of purchasing the right of occupancy to the western New York Reservations and establishing the Senecas on new lands in the West.

The Quaker mission existed primarily for the purpose of aiding the natives socially and educationally, not attempting to make them converts to the Friends' religion. They did, however, desire and exhort them to embrace Christianity. A new religion, pagan in belief but embodying some degree of Christian ethics, was gaining considerable ground at this time. The founder of this faith was Handsome Lake, Cornplanter's half-brother.

The entire movement must have been a severe strain on the patience of the benefactors. The Quakers found it expedient to loan, rather than give, tools to the natives, fearing that ownership might be followed by trading these tools for liquor. The Quakers strove energetically to persuade the Indians to reform on this point, and at times they were successful, but much of the time intemperance was a vice found so frequently that a group less gifted with patience might have abandoned the whole effort in disgust. Indolence likewise had to be reckoned with. The Quaker manuscript referred to above relates the incident of a prominent Seneca, holding a high rank in his tribe, who, upon being furnished with a bag of corn by the Friends, replied that he would go home and send his squaw for the corn. The woman at the Quaker quarters refused him the corn unless he carried it home himself. He took the viewpoint that a man in his official rank need not do hard work. The woman in charge, however, insistently refused the corn unless he carried it himself, which he did after an unsuccessful attempt to fool her by carrying it only part way.

The grist mill mentioned above was used for many years by the Indians and the white settlers from nearby communities. Records

also indicate that some of the natives made earnest and energetic attempts at land-tilling, cattle-raising and swine-herding. Most of the efforts the Quakers made in mechanical and technical improvements, however, were disappointing in their results. The Indians were far too attached to their crude and simple manner of existence to arouse much ambition for this type of training. The chief importance of the Quaker enterprise to local history consists, first, in the fact that part of the Senecas saw the benefits which could accrue to them by adopting the white man's educational methods. Thus the way was cleared for the subsequent establishment of public elementary schools by the state. Secondly, the whole-hearted Christian charity shown by the Friends went a long way toward establishing good-will between Indians and white people.

SECTION FOUR

LAND TENURE AND POLITICAL DIVISIONS

The early history of land-holdings in Cattaraugus County, as elsewhere in western New York, brings to light a series of claims, purchases, treaties and settlements, somewhat confusing and difficult to analyze. In order to have some point from which to proceed on this subject, identification should be made of three different phases of land-holdings:

1. Political Sovereignty.
2. Pre-emption right.
3. Right of Occupancy.

With regard to the first, both the French and British crowns held conflicting claims in western New York during Colonial times. The French claim was based largely on exploration, especially La Salle's expedition in the Mississippi Valley. The British claim to the region was based largely on treaties made with the Iroquois by which the Five Nations recognized the King as over-lord. The Treaty of Paris (1763) at the close of the French and Indian War left the territory in the hands of Great Britain, by which power it was dominated until it was recognized as part of the United States. The close of the Revolutionary War left the areas of several states in uncertainty, and lively boundary quarrels took place, especially involving the jurisdiction over western lands.

The section of New York State west of a straight line drawn southward from the western bend of Lake Ontario was claimed by both New York and Massachusetts. Other areas along the eastern boundary of New York were also involved in the dispute. The differences between the two states were settled at a convention held at Hartford in 1786. Regarding the area in western New York, it was provided that it be a part of New York State politically, but that pre-emption rights to the land be vested in Massachusetts.

Within a few years after the settlement of the Massachusetts dispute, the legislature slowly began the process of dividing western New York into counties and townships. The entire area was included in Ontario County when it was formed in 1789. Genesee County, formed in 1802, included all of New York State west of the Genesee. Allegany County, erected in 1806 at the request of the Holland Land Co., included considerable of what is now Cattaraugus County; what afterwards became the towns of Olean, Portville, Allegany, Hinsdale, Ischua, Humphrey, Franklinville, Lyndon and Farmersville, was part of Allegany County at the time of its origin.

In 1808, the legislature passed an act creating the county of Cattaraugus. The above-mentioned townships were subtracted from

Allegany County and joined with a part of Genesee County to form Cattaraugus, its boundaries being the same as at the present time. However, the population of the new county was deemed so sparse that the legislature provided that the part which had been subtracted from Genesee County should be "organized, and for all county purposes act in conjunction with, the County of Niagara, as a part thereof, and shall remain so organized until they contain five hundred taxable inhabitants qualified to vote for members of the assembly." A similar act, passed in 1812, provided that the part which had belonged to Allegany should act in conjunction with it, for judicial purposes, until Cattaraugus County was populous enough to establish its own government. The act which created the County of Cattaraugus in 1808 also provided that a commission should be appointed to locate a suitable place for a county-seat. This commission, consisting of Jonas Williams, Isaac Sutherland and Asa Ransom, decided that Ellicottville was the proper place, and erected an iron-wood post as a marker.

By 1817, Cattaraugus County had passed the required number of taxable inhabitants, and proceeded to organize its county government. The entire county had been included in the township of Olean from 1808 to 1812. The township of Ischua, later called Franklinville, was formed from the northern part of the county in 1812, and two years later, the town of Perry was formed from the western part of the county. On July 1, 1817, the Court of Common Pleas was held at William Baker's house in Olean, and again met there in November of the same year.

On April 21, 1818, the state legislature passed an act which provided that the next session of court be held at the home of Baker Leonard in Ellicottville until a court house be built. Consequently, on July 7, 1818, court was held at the above-mentioned home. In 1820 a new court house was completed and the practice of holding court in a dwelling-house became unnecessary. The first jail building in Ellicottville is said to have been a log hut with stones wedged between the rails. This crude building evidently was in use for several years, for we are told that in 1829 it was destroyed by fire, throwing the prisoners into hysterical cries for their safety, but the fire was discovered soon enough to save any of the prisoners from injury or death.

The removal of the courts from Olean to Ellicottville so dissatisfied some of the Olean people that when the first session was held in Ellicottville, several Oleanders are said to have provided themselves with tents and provisions, so as to avoid leaving their money in Ellicottville. One or two cool nights of camping, however, satisfied their craving for out-door life and they were willing to pay for rooms at the inn.

The sub-division of Cattaraugus County into townships kept pace with its increase in population. The following list gives the date in

which townships were established, going by the name by which they are known today rather than that by which they were known when first established:

Township	Date of Origin	Taken Chiefly From
Allegany	1831	Great Valley
Ashford	1824	Ellicottville
Carrollton	1842	Great Valley
Cold Spring	1827	Napoli
Connewango	1823	Little Valley
Dayton	1835	Perrysburg
East Otto	1854	Otto
Ellicottville	1820	Franklinville
Elko	1890	South Valley
Farmersville	1821	Franklinville
Franklinville	1812	Olean
Freedom	1820	Franklinville
Great Valley	1818	Olean
Hinsdale	1820	Olean
Humphrey	1826	Allegany
Ischua	1846	Hinsdale
Leon	1832	Connewango
Little Valley	1818	Perrysburg
Lyndon	1829	Franklinville
Machias	1827	Yorkshire
Mansfield	1830	Little Valley
Napoli	1823	Little Valley
Olean	1808	
Otto	1823	Perrysburg
Perrysburg	1814	Olean & Franklinville
Persia	1835	Perrysburg
Portville	1837	Olean
Randolph	1826	Connewango
Red House	1869	Salamanca
Salamanca	1854	Little Valley
South Valley	1847	Cold Spring & Randolph
Yorkshire	1820	Franklinville

Regarding the "pre-emption right" to the land, i. e., the right to purchase the "right of occupancy" from the Indians, British law recognized the King as having the privilege of granting it to an individual or a company, after which it might be disposed of as any real estate, except that no practical use could be made of the land until the "right of occupancy" had been secured. The pre-emption right has been considered actual ownership of the land by some; by others it has been considered nothing more than a monopoly on the privilege of dealing with the Indians concerning the purchase of their

rights. It has been generally agreed, however, that the holder of the "pre-emption right" who afterwards purchased the "right of occupancy" was the holder of a clear title to the land.

King James the first granted the Pilgrims "pre-emption right" to a large tract of land in America, reaching from the Atlantic coast westward. The extent of this tract was vaguely defined, but it has been the opinion of many that it included a large part of the present New York State. Later Charles the second granted the Duke of York "pre-emption rights" to another vast tract, and if the first mentioned tract included what the Plymouth colony and its successors claimed, the last mentioned tract overlapped the Plymouth grant. This point was settled, as we have seen, at the Hartford Conference of 1798, when the "pre-emption right" was recognized as belonging to Massachusetts.

Regarding the "right of occupancy," the fact that the Indians were dwelling in the territory gave them a tenure which entitled them to hold it until their right was disposed of. It was in attempts to purchase the "right of occupancy" that a large part of the land trouble of western New York centered itself. It is well to remember, in considering the Indian occupation, that their population was small, even before the Revolutionary War. The entire Iroquois Confederacy, while much has been said of their power, probably did not number eighteen thousand at that time. When the ravages of war and emigration to Canada are considered, the Indian population of western New York at the beginning of the nineteenth century must have been almost negligible. Moreover, the "right of occupancy" to most of western New York belonged, not to the Iroquois generally, but to one nation, the Senecas. This tribe, limited to a few thousand individuals found largely in the Cattaraugus and Allegany valleys, was thus well able to sell its rights without crowding its tribesmen. It appears, therefore, that the Senecas were thus in a position to improve themselves on sales of the "right of occupancy." However, it would seem that a general lack of unity, of business acumen, and perhaps a lack of honesty and unselfishness on the part of some, prevented the rank and file from receiving any great benefits from the sale of their rights to the land.

The "pre-emption right" was destined to change hands several times in the post-revolutionary period. In April of 1788, Massachusetts sold "pre-emption rights" to the entire area to Phelps and Gorman, who subsequently purchased the Indian "right of occupancy" to the part of it east of a line running north and south near the Genesee River. As to the area west of this line (i. e. all the land to which the Indian rights had not been purchased), Phelps and Gorman relinquished their "pre-emption rights" to it, which again reverted to Massachusetts.

A short time later, Robert Morris, the financier whose aid to Congress during the dark days of the Revolution is well known, became the possessor of "pre-emption rights" to all the territory west of the Phelps and Gorman purchase. Morris' title came by way of taking over a contract which his agent, David Ogden, had made with Massachusetts, also from an agreement which Morris had made with John Butler, who was believed to have certain claims on the land. Morris proceeded to purchase the "right of occupancy" to a small part of this area, and sold part of the land to which a clear title had thus been obtained in small parcels, chiefly to individual owners.

In December, 1792, Morris sold the "pre-emption rights" to the entire western New York domain (excepting the small parcels he had sold to small holders, and another area known as the Morris Reserve) to a group of capitalists who were residing in the Netherlands. One and a half million acres were involved. This deal was known as the Holland Purchase. The sum of seventy-five thousand pounds was agreed to as the price of one million acres; however, the Hollanders reserved the privilege of declaring this sum as a loan to Morris, if they so choose, which privilege would expire in three years. If the Hollanders choose this course, its repayment of the seventy-five thousand would fall due in annual installments, the first of which would be due six years after the contract was signed. A somewhat similar arrangement was made regarding the other half million acres.

At the time the Holland Purchase was made, a New York State law was in existence which made it illegal for foreigners to hold land. To circumvent this law, the Holland group made the purchase through a number of American citizens who subsequently became trustees for the company. This system was abandoned in 1798 after the above-mentioned law had been altered.

The formal beginning of the Holland Land Co. took place in the Netherlands in 1796 (over two years after the Holland Purchase) in which year it was duly authorized by the notary. The preliminary declaration had been made the previous year.

Previous to this formal act of organizing, the Holland Land Co. appears to have been simply an associated group of banking houses which held mutual interests.

The Holland Land Co. purchase was accompanied by an agreement on the part of Morris that the Indian "right of occupancy" would be extinguished. Accordingly, Morris met with representatives of the Seneca Nation and the Holland Land Co. at Big Tree, near Geneseo. It appeared that the Seneca sachems, after considerable dickering with Morris and his associates, were willing to disband the conference without the sale being made. According to Seneca law,

however, the failure of the sachems to successfully conduct an agreement of this kind left a second door open. The warriors of the tribe, as well as the women, had similar power of negotiation at such a time, and it was by this means that negotiations were resumed. The warriors, of whom Cornplanter was the leader, and the women of the Senecas came to an agreement with Morris whereby the "right of occupancy" to all the land in the Holland Purchase was sold (September 15, 1797), except as to certain Indian Reservations. The main consideration was one hundred thousand dollars which was to be invested in stock of the United States Bank, and to be held in the name of the President of the United States for the benefit of the Seneca Nation.

It has been asserted by competent authority that corruption played its role in the conference of Big Tree: Interpreters are said to have been given a "gratification," a similar donation is reported to have been extended to the agent of the Federal Government to the Six Nations, and some of the prominent Senecas have been accused of making individual gains through dishonesty. The system of dealing with Indians over land at that time appears to have countenanced irregular practices. The extinguishment of the Indian "right of occupancy" at Big Tree left the way clear for the parceling out of the Holland Purchase into individual holdings. Joseph Ellicott supervised the surveying of the Holland Purchase.

One of the areas which the Senecas reserved from the treaty was the Allegany Reservation. This area, which in general took in the bottom land along the Allegany River for thirty-five miles (from the vicinity of Vandalia to the state line), was surveyed in September and October, 1798, by Richard M. Stoddard. The width of the reservation varies from one to two and one-half miles, except that, in the valley of Cold Spring Creek, the area extends to about three miles from the river. The reservation occupies 30,469 acres. The Cattaraugus Reservation, about one-fifth of which is in Cattaraugus County, was established in its present boundaries in 1802, Indian lands in this region having had their boundaries changed since the Treaty of Big Tree.

The Oil Spring Reservation, a small tract of land about equally divided between Allegany and Cattaraugus Counties, was not mentioned in the Treaty of Big Tree and became the subject of a long legal controversy. It was definitely established as an Indian Reservation in 1859. The Allegany and Cattaraugus Reservations maintain the status of areas to which the "right of occupancy" has never been extinguished. The "pre-emption right" passed from the Holland Land Co. to the Ogden Land Co. as the former organization withdrew from the scene. The Ogden Land Co. is now dormant, but it has never been

formally disbanded. It is claimed that, should the Senecas decide to sell any of their Allegany or Cattaraugus Reservations, the sale must be made to the Ogden Co. or its heirs or assigns.

The willingness of Seneca sachems to agree to the sale of their occupation rights of their reservations to the Ogden Co. in 1838 sounded the death knell to the older form of Indian government.

It was succeeded by a more democratic system, with a popularly-elected president, council and other officers, a system which has endured since.

SECTION FIVE

THE SETTLEMENT OF OLEAN

The first white settlement in Cattaraugus County made with the intention of developing it as a region of permanent residence was made in the eastern part of the present city of Olean. The township of Olean came into being simultaneously with that of the county, the act of the legislature which formed the new county of Cattaraugus also providing that the entire county should consist of the town of Olean. Divisions of townships were rapid, and by 1837 Olean was reduced to the size it maintained until the city of Olean was chartered.

The foremost pioneers in the early settlement of Olean were the Hoops brothers, Adam and Robert, and David Huston. In November, 1802, Adam Hoops and David Huston sent Benjamin van Campen to examine the region about the present city and make a report on its value. The report which their scout brought back must have been favorable, for Hoops and Huston negotiated a purchase of twenty thousand acres from the Holland Land Company. Enos Kellogg was sent to survey it.

The first white man to reside in Olean was Robert Hoops, who built a log house in 1803 in the vicinity of Olean Creek. Other settlers followed, and the completion of a saw-mill in the winter of 1806-1807, about three miles from the mouth of Olean Creek, aided in developing the little hamlet. The settlement was named Hamilton at an early date, in honor of Alexander Hamilton, but was often referred to as Olean Point. The change in designations came about gradually. The name Hamilton survives in the name of the country club of Olean, and in the name of one of the streets.

Foremost in the minds of David Huston and the Hoops brothers when contemplating their Olean venture was a conviction that the location was at the head of navigation on the Allegany River, and as such would develop into an important center of communication between the East and West. Their belief was based on the tendency of their period, which was one of carrying on commerce by lakes and navigable rivers. Pittsburgh, Wheeling, Albany and other cities were being built up largely on their possibilities as river ports.

For several years Hamilton flourished on its position as head of navigation. Many emigrants, leaving New England or eastern New York for the less rocky and supposedly more fertile lands in Ohio, Indiana and Kentucky, came to Olean in the winter with the intention of making passage down the river after the winter thaw, while the waters were high. According to report, there were two thousand in Olean one winter waiting for the ice to go out. During the winter and spring, the inns and taverns prospered on this business, being pre-

pared for it beforehand. According to one report, however, danger of famine enveloped the community during one season, probably when the ice was particularly late at going out of the river. It has been said that many shanties were put up in a crude manner by travelers who were unable to find accommodations in the taverns.

Among those who came to Olean with the intention of leaving for more distant points at the earliest opportunity were some who were attempting to escape from their creditors. It was not unheard of for a debtor to sail down the river only escaping his furious creditor, who had come to Olean in his own interest, by a narrow margin.

In the spring of 1820, four residents of Olean, Dr. Bennett, Joseph Lockwood, a man whose last name was Kibbey, and a fourth man whose name is believed to be Jeremiah Osbourne, were drowned in the Allegany River when their boat was upset in the vicinity of what was known as "Plumb-orchard Bend." It was believed that the boat had become entangled in a tree top, the river probably being swollen from the effects of the spring thaw. The bodies of three of the victims were recovered, but that of the fourth was never found. The four men were making their way to Ellicottville, where they planned on attending the spring session of court. Although it seems almost unbelievable today, it is quite likely that the Great Valley Creek at that time contained water enough for row-boats and rafts to ascend the stream to Ellicottville or perhaps even farther northward.

The Plumb-orchard Bend accident had the effect of discouraging passenger traffic on the river during high water, and may have been instrumental in hastening the state program of road-building, especially the Olean-Ellicottville road via Chapel Hill.

A steamboat ascended the Allegany River to Olean in 1830 and its arrival was accompanied with some degree of jubilation, but the difficulties which accompanied its voyage were such that the use of steamboats on the river never became general.

The tornado of 1834 has been described by Adams as follows:

"About 30 minutes past 3 o'clock on the afternoon of March 30, 1834, the people of Olean observed a curious cloud hanging over the hills about two and one-half miles southwest of Olean approaching in a straight line with a swift swirling motion and an ominous sound. Its form was that of a cone with its apex resting on the earth. With terrible rapidity it gnawed at the earth, tearing everything in its path into ruins. Forests were prostrated, buildings totally demolished and all man-made obstacles swept aside for a width of eighty rods, leaving in its wake a completely devastated countryside. So complete was the havoc wrought that hardly any vegetation was left. It continued in a northeasterly direction where it struck the outer edge of the village of Friendship. Here it killed one man and destroyed many

buildings, finally ending in a swath of destruction forty miles long in Steuben County. Its line is known as the Windfall."

Between 1811 and 1819 the community grew rapidly, and the frame-work of a thriving village had been established. There is evidence of the streets being planned for the future, as is shown by the width of Union and State Streets, an advantage which was valuable in the days of the trolley car and even greater in the days of heavy automobile traffic. Several of the streets received names of a historic character, such as Washington, Sullivan, Wayne, etc. The population of the township of Olean increased from 561 to 830 between 1830 and 1835, of whom about 500 resided in the village. Moreover, the state legislature was attempting to develop a road system by which Olean would be the chief beneficiary. Evans refers to Hoops as a man of considerable political influence, and to this he attributes his success in securing public improvements.

Olean's prosperity, however, was destined to be checked by two forces; the financial collapse of Adam Hoops, and the decline of the Allegany River as an avenue of commerce. Evans attributes Hoops' collapse to his "exaggerated opinion as to the value of his lands, and the consequent high prices which he set for them." F. A. Norton, who had purchased a half interest in Hoops' claims, passed his interest to his son, who retained one-third of the Norton share and allowed the remainder to revert to the Land Co. Adam Hoops' claims also reverted to the Land Co. in 1820.

The theory that Olean represented a dividing point between navigable and non-navigable sections of the river was not wholly sustained by events. On the one hand, small rafts had been known to sail from as far up-stream as Port Allegany and Coudersport during the high water season. On the other hand, difficulties often had to be surmounted even in rafting further down stream than Olean. Mill dams, islands and the irregular course of the channel in some places were obstacles to general transportation. To this must be added the tendency of the stream to recede in depth after the forests on its banks had been reduced. It is quite possible that a scientific survey might have established Warren, where the waters of the Connewango Basin nearly double the river's volume, as the most northern point for maintaining practical navigation. Even to maintain it permanently to this point would have called for huge expenditures. The completion of the Erie Canal diverted passenger traffic from the Allegany River to the Great Lakes. Small inland waterways were destined to be largely abandoned after the advent of the railroads. The completion of the Genesee Valley Canal (See Section 16) caused a revival of hope in Olean's future. Shallow water channels, however, proved utterly unable to develop Olean into the thriving city which Hoops had envisioned.

SECTION SIX

ROADS IN THE EARLY DAYS

For many years after its opening settlement, Cattaraugus County was ill-supplied with satisfactory roads. Indian trails were early used as an aid to oxen and horses in short jaunts into the forests, but were far too narrow for general use; also their route was more often than not indirect, hilly, or lined with swamp-land or muck. An Indian trail leading from the mouth of Cold Spring Creek northward, following the creek, had been used by Governor Blacksnake in a hike from Cold Spring to Buffalo, on which he is said to have walked both to and from Buffalo in record time.

A map of the Holland Purchase published in 1805 indicates a road from the southern bank of Cattaraugus Creek heading in a generally southeastern direction through the present vicinities of Cattaraugus, Salamanca and Limestone, to the state line. The road is labelled "Pennsylvania Road Now Opening." This road was probably never completed to the state line, and it is doubtful that most of it was ever built.

It was proposed in 1809 to open up a road across the southern tier counties, but nothing was done about it at the time. However, in 1813, an act of the legislature authorized a road from Ceres to Olean, thence westerly to Jamestown. The road was constructed as authorized, but was extended westward as far as Erie, Pa. This highway, in spite of its favorable location, never saw a considerable amount of use. It is said that, like the Buffalo-Olean highway mentioned above, it was scarcely possible for two wagons to pass.

A road was opened up from Olean to Buffalo, following Olean and Ischua Creeks to the village of Franklinville, thence northward, probably through Delevan and Yorkshire, but passage on the road was difficult and it saw but little use for several years. The expense of building this road was borne half by the state and half by Niagara County. By 1813 a road had been cleared from Olean down the Alleghany River to the state line, but it seems quite likely that this road, like others mentioned above, was ill-fitted for service.

A road was constructed from Angelica to Olean about 1815. Four years later the state authorized its improvement.

An act of the legislature in 1823 appointed a commission to build a road from Olean to the Pennsylvania state line, where it was expected to connect with a road from Kittaning, Pa. It was expected to pay for this highway by the state tax on salt. The New York part of this road was built from Olean southward, passing Rock City at about the same place as the present highway passes it.

In 1828 a road was opened from Olean to Ellicottville, the expense being largely met by the Holland Land Co. This road probably followed Five Mile Creek toward Chapel Hill, across the hill to Humphrey, and thence to Ellicottville by taking a course through the present village of Great Valley, thence to Ellicottville.

Plank roads, featured by toll-gates, were built in later days, one of the best known being the one from Killbuck to Ellicottville. This road was opened in 1852 and resulted in taking in less in tolls than were necessary in its upkeep. It was discontinued after about ten years. One of the most objectionable features of this type of road was the danger which broken planks were likely to be to the safety of the horses, sometimes resulting in broken legs.

Corduroy roads were also used to some extent, these being built by nailing small tree-trunks or branches diagonally on long poles, the whole being covered with gravel or dirt. They were of some use in eliminating the muddy features of travel, but the practice of building corduroy roads never became general. In view of the prevalence of good roads in the county today, one can easily pity the early inhabitants in their crude efforts to supply some kind of passable roads.

SECTION SEVEN

THE LUMBERING INDUSTRY

The rapid progress made by Cattaraugus County during the early nineteenth century was due in no small measure to the lumbering industry. The dense forests of hemlock and pine were especially valuable because Pittsburgh, Cincinnati and other growing cities along the Ohio Valley, while accessible to hardwood in their own vicinity, were in demand for wood of the evergreen species, the chief kinds of wood used in building houses and other frame buildings. It has been stated that some of the most valuable lumber ever produced in America was shipped down the Allegany in the early decades of the nineteenth century.

In the early days of the industry, its location was practically limited to the area adjoining the river or its larger branches, but its territorial limits later expanded until it included nearly every township in the county. Three main lumber districts stand out in the early days: the Olean district, the Great Valley Creek region, and the vicinity of Red House. The last mentioned district was chiefly concentrated in the valley of Bay State Brook. The valley of Tuna Creek likewise was an early center of activity. The accessibility to streams gave these places an important advantage in the industry, but the coming of the railroads opened larger fields, as the transportation afforded by rail was now better than the original method of floating rafts on the river, the streams having by this time taken a considerable drop in their depth.

Lumber camps in the early days presented a crude but picturesque sight. The following adapted quotation from C. L. Mateaux's volume, **The Wonderland of Work**, may be taken as a more or less accurate description of camps as found in southwestern New York:

"We scarcely need inquire if these sturdy workers, having finished their daily tasks, fail to make a hearty meal, or if they sleep well when presently they kick off their boots and get into bed, their bed being composed of great armfuls of small elastic twigs of hemlock or pine—sweet smelling and soothing. With the dawn, the whole lumbering party is up and doing. Flap-jacks, hot breadding and coffee—then off they are to work. The logging begins in real hard earnest, the best and likeliest trees being carefully selected by the leaders of the expedition and soon marked out by a stern death-warrant signed with chalk as victims worthy of the feller's axe. Then the chopping, sawing and marking go on from morning till night, from week-end to week-end, with what appears to us to be a most wearisome monotony.

It is a constant felling, smoked meat, coffee, bed and hard work. But time passes on, and an immense deal of this chopping, squaring and preparing wood gets done. As the tall trees fall one after another, their branches are struck off and their trunks are hauled together in great heaps, where they lie ready to be skidded as soon as snow enough has fallen and frozen so as to form the firm road needed to transport these huge forest victims to the mills or streams."

Life was made more exciting in the lumber camps or taverns by occasional resorts to the well-known method of ascertaining which of two was the "better man." The "best man" in one camp might find himself challenged by a similar figure from the camp "over the hill." The contest, which took place, was sure to draw a large array of spectators, the occupants of each camp cheering for a victory for their camp's representative. Generally speaking, such fights were kept within a reasonable standard of technical procedure, and it is probable that attempts at kicking, biting, or hitting while his opponent was down, were all methods likely to lead to intervention. It was customary for the fighters to shake hands at the conclusion and perhaps suggest a future contest.

William Thrall and William Shepherd, of Olean, were the first Cattaraugus County lumbermen to make commercial use of the river and their success was the forerunner to regular navigation in the lumbering industry. The usual size of one raft was 16 x 20; ten rafts of this size made up one "train." At Warren, it was common for three of these trains, or thirty rafts in all, to complete the descent of the river. One man had charge of each oar and six oars were found on each train. Most expeditions saw a cabin on one or more of the rafts used as living quarters of the workmen.

As mentioned previously, the railroads gradually supplanted the rivers as the avenues of commerce during the latter half of the nineteenth century. The river rafts, however, had played an important as well as interesting role in the opening up of Cattaraugus County.

Among the by-products of the lumber industry was a substance known as "black salts." This was a product used in making chemicals and was a result of burning certain hardwood to ashes. It was of considerable commercial importance in many localities. "Black salts" were often shipped down the streams on the same rafts as lumber.

Many of the villages contained small industries which were closely associated with lumbering. Cheese-box factories, barrel factories, kindling-wood or chemical plants, as well as mills producing building materials and shingles, were largely the result of the locality's wealth in forests. Several of what later became important villages owed much of their early growth to these industries.

SECTION EIGHT

THE PROGRESS OF RURAL SETTLEMENT

The story of Cattaraugus County's evolution from a land of dense forests and humid marshes into a land of prosperous farms, thriving rural communities and bustling villages in a few decades reflects the speed with which the interior of the United States was occupied. It had taken nearly two centuries to colonize the eastern coast from New England to Georgia, yet once the new federal government began to function, the lands of the "West" were colonized with such swiftness that before 1804 three new states from that region, Kentucky, Tennessee and Ohio, had taken their place beside Vermont and the original thirteen. While certain outposts existed in these regions in colonial times, to a large part their occupation was due to legislation which Congress passed making it easy to purchase lands in the new regions. The government was staggering under the debts incurred by the Revolutionary War, and was so anxious to secure revenue that a plan was put in operation which encouraged speculation by organized groups.

These organized land holders often planted settlements in the new regions in a similar, though generally less hazardous and more comfortable manner, than the proprietors and officers of the original thirteen colonies. Kentucky and Tennessee were settled largely by emigrants from Virginia and North Carolina. Ohio, Illinois, Indiana and Michigan received a heavy stream of emigration from New England and eastern New York. The rocky and hilly farms of New England, many of them cultivated since the early days of settlement, had begun to show signs of exhaustion and their owners were only too glad to leave them behind for the fertile and less rocky land of the middle-West.

It has already been shown that "Olean Point" owed its prosperity largely to the fact that travelers from the old East to the new West came there by land to take passage on the rafts down the Allegany River. It is quite likely that many who originally intended to settle further westward obtained jobs as day laborers in lumbering camps or saw-mills and remained in the county. Moreover, it is probable that Cattaraugus County itself came within the scope of what easterners referred to as "the West," and consequently that many farmers and lumbermen saw in it the advantages which ordinarily accrue to a new country. Certain it is that the early emigration to Cattaraugus County was quite largely from the rural sections of New England and eastern New York.

It appears that many of the early pioneers of this region became disheartened by difficulties and misfortunes and soon left to look for "greener pastures," while those who remained behind and faced the

difficulties of pioneer life had their efforts crowned by the prestige and prosperity which resulted from the ownership of farmland in a growing community. Wild beasts growled and snarled in the forests, the slashings which followed the clearing of the land were often infested with rattlesnakes, whole areas were covered with impassable swampland, and roads were little more than clearings often rendered unfit for passage by mud. Moreover, stores, school houses and churches were so few and far-between that many of the early settlers must have isolated themselves and their families for the most part from communication with the outside world. Mass production of dairy products, an industry which in more recent times has become the life-blood of rural Cattaraugus, held out little encouragement, since means of preserving and shipping them had not been perfected.

Nevertheless, the early land tiller saw much to give him encouragement. His land usually abounded in forests, evergreen trees finding ready market in the saw-mills, while hardwood could be utilized in preparing "black salts." Tan bark, hides and chemical wood were also valuable. The gravelly loam in the valleys was well adapted for raising grain, not only for his cattle, but often enough for many months supply of flour for household use. Distilleries and cider-mills were to spring up in several towns, bringing another market for his crops. All along, the farmer could feel encouraged by the fact that the county was on the up-grade; schools were being established, roads improved, new methods of communication with the outside world slowly making their way, and the villages increasing in population. Moreover, the cheap land was rapidly being occupied, both in the county and elsewhere, thus making his holding rise in value. Looking backward the pioneer settler saw hardship and struggle; looking forward he saw hope and comfort.

It has been seen that Olean was the county's earliest general settlement, and it followed that most of the outlying settlements sprang from that direction, hence Olean is sometimes referred to as "the parent town of Cattaraugus County." The extension of rural settlement was to gradually lead to the rise of other villages and hamlets of various sizes and appearances in every township of the county. Interesting indeed is the study of how these villages and four-corner settlements sprang up. The early land which was cleared for farms was nearly all bottom land in the valleys of the river or creeks. The roads followed the streams and the junction of two streams hence often became a similar meeting place for the two roads. If the number of residents of the two valleys were sufficient to demand it, it often followed that the junction of these two roads was accompanied by a school-house, a general store or a grist-mill. Continued expansion might, in the course of time, result in a church, blacksmith shop, cheese factory or a tavern. By this time the corner was more than

likely to have a post-office and some enterprising business man might favor it as a sight for a cheese-box factory, a chemical works, or a barrel factory. The corner might soon contain several stores, two or three taverns and a number of dwelling houses. The meeting of the two dirt roads, with a little red school-house and a blacksmith shop at each corner in 1840, might 100 years later have become a bustling center where automobiles would wait in line for a traffic light to turn from red to green.

Among the prominent villages having their origin as being at a "forks" of two or more streams might be mentioned Franklinville, where Saunders Creek and Gates Creek join with Ischua Creek; Delevan, near the meeting place of Elton Creek and Lime Lake Outlet; Allegany, where the Four Mile and Five Mile Runs empty into the Allegany River from the southern and northern banks, respectively; and Portville, where Dodge Creek empties into the Allegany River.

Another influential factor in the location and growth of villages was the coming of the railroads. Like the early highways, the railroads followed the rivers and creeks wherever practicable. A station for passengers and freight was built in all villages of any importance, and it frequently followed that a planing or wood-working mill or a tannery located itself close to the tracks. An inn or tavern was likewise usually found near the depot and the side-lines of the railroad tracks assumed an air of activity and importance similar to the "water front" of a sea-port or lake-port. It sometimes happened that the railroad passed through the valley on the opposite side of the stream from the main part of the village, the community thus receiving either a stimulus to expand or a suggestion to move. The village of Limestone was located on the western side of Tuna Creek at the mouth of Limestone Run until the railroad was built on the eastern side of the creek. This fact, combined with the subsequent construction of a tannery along the tracks, had the effect of practically moving the village to the eastern side of the creek. The village of Cold Spring, at the mouth of Cold Spring Creek, a hamlet whose taverns were well known to lumbermen of early times, saw most of its business places and white inhabitants move to Steamburg after the Atlantic and Great Western Railroad had seen fit to establish a station there. East Randolph and Randolph were villages of about equal size, the former showing the greater industrial activity, until the railroad ignored East Randolph and traversed Randolph. Other villages whose origin or growth was highly influenced by railroads were Cattaraugus, Carrollton, Dayton, Ashford and Farmersville Station. It is interesting to note that, of the thirteen incorporated villages in the county at present, all except East Randolph (whose separate existence from Randolph is little more than a technicality) are traversed by a railroad.

Like the townships of the county, the names of villages and hamlets changed frequently, thus causing some confusion in identifying certain localities. The village of Allegany was known as Burton for many years, Delevan as Yorkshire Center, Otto as Waverly, a name it probably abandoned because another village by the same name existed in eastern New York, and Ischua was known as West Hinsdale, a designation somewhat misleading, as it is situated almost directly north of Hinsdale. The present hamlet of Ashford, often called Ashford Junction, is not in the township of Ashford but in that of Ellicottville. The 1839 map indicates a post-office called Ashford in the township of the same name, at what is now known as Ashford Hollow. The federal act establishing certain areas on the reservation, technically called "villages," as regions where white people could lease land from the Senecas resulted in one such area being established at Killbuck which received the name of Great Valley, thus making it liable to confusion with the village ordinarily known by that name, about seven miles northward.

In the early days, post-offices were kept at many of the smaller hamlets, and in a few instances even in localities at which no hamlet had yet appeared. Elkdale, Mansfield, Maples, Sugartown, Cadiz, Cheslea and Hopkins were all the scene of a post-office at one time or another. It was not uncommon for a new postmaster, upon taking office, to remove the post-office to his home or place of business; hence the establishment might be located a considerable distance under one regime from where it had previously been. It is well to remember, when considering the multitude of post-offices, that no regular system of rural delivery existed in this section until the last decade of the nineteenth century. A number of post-offices placed at convenient spots was considered, therefore, the most satisfactory means of giving service to the rural population.

The earliest settlers in rural Cattaraugus County were predominately of early Colonial stock, having come hither from New England and northern and eastern New York. Their ancestors had come to America chiefly from England, although Scottish and "Mohawk-Dutch" constituted considerable of a minority as is in evidence by the appearance of family names of these types. The New England characteristic most in evidence is the retention of the rural twang, which still endures as the regularly spoken accent in the more outlying districts. In such communities as Leon, East Otto, Mansfield and Farmersville, this quaint dialect may still be heard in its most obvious form. In less isolated communities such as Steamburg, Great Valley and Hinsdale, the accent is considerably weakened, if not wholly absent.

Among the peoples who came to the county from foreign shores, the Germans were perhaps most numerous. The nineteenth century

saw a heavy migration of German immigrants, most of whom settled in the middle-West. A part of them, however, purchased farms in New York State, a group of families often settling together. The towns of Allegany, Little Valley, East Otto, Ashford and New Albion contained many families of German extraction, and the German language was commonly heard in these towns, being especially used at the parish churches. The conversion of the rolling land in these townships into thriving dairy farms was largely due to the vigor and industry of these energetic people. The term "Dutch" is often used as a slang word to indicate the German element, thus causing some confusion, since a few people of Netherlandish descent also inhabit the county, especially the so-called "Mohawk-Dutch."

The era of railroad building saw a considerable migration from Ireland, part of the immigrants settling in industrial centers along the railroads while others engaged in agriculture. Nicholas Devereux, the well-known land proprietor, had visions of western New York becoming a region in which his countrymen might settle in huge numbers, thus escaping the poverty and oppression which had featured rural life in their native land.

This vision never wholly materialized, although his promotion resulted in the vicinity of Ellicottville becoming the scene of settlement of a large number of Irish, the area thus occupied extending beyond the boundaries of that town into Franklinville and Great Valley. Other towns in which they settled in considerable numbers were Carrollton, Randolph, Allegany and Humphrey. As Olean and Salamanca progressed as railroad centers, a large number of Irish were to locate there.

The Irish had a considerable advantage over other foreign groups in that they were familiar with the English language before coming to America. The Irish language had fallen into the background during the period of English domination and English had become the regularly spoken language in most parts of Ireland.

The promotion of education received the prompt attention of this race, and their efforts in this behalf aided greatly in the expanding program of public and private institutions of learning. Opposition to their Catholic religion existed in some quarters, but the qualities of good citizenship and Christian charity which they displayed went a long way toward breaking down this prejudice. The Irish usually took steps toward securing American citizenship soon after their arrival and took a prominent part in local political discussion. These two groups, Germans and Irish, were the only immigrant peoples to settle in Cattaraugus County in considerable numbers during its earlier history. The coming of the Poles, Italians and other groups took place at a later stage of county history. (See Section 16.)

DEVELOPMENT OF THE SOUTHEASTERN TOWNSHIPS

The township of Hinsdale may be considered an immediate offshoot of the Hoops' settlement at Olean. Major Hoops' estate originally contained considerable of the land hereabouts, and many of the early settlers purchased their holdings from him. A tavern was opened in Hinsdale by Elihu Murray, Jr., in 1810, followed in 1817 by another operated by Simon Hicks. The road from Olean to Angelica, opened in 1817, passed through Hinsdale and gave it some stimulus toward development although, as mentioned previously, the road was ill-fitted for satisfactory use.

A story has been told of Simon Hicks concerning his adventure on his return trip home after purchasing two bags of corn from the Indians. The Indians had ground the corn with a hand-mill and Mr. Hicks placed it on his horse and mounted. While passing through the thickets, the horse became entangled among the slashings and logs in such a way that he was unable to proceed. While the beast was in this predicament, a band of wolves came upon the scene, apparently cutting off escape. Acting on the theory that here was a case of "every man for himself," Mr. Hicks dismounted from dobbin and proceeded to travel "on the wings of the air" for home by foot. He arrived at his domicile safely, but on his lightning-like excursion he had lost both his shoes. The next day a search was conducted and horse, corn and shoes were found unharmed. It may be assumed that Mr. Hicks' action in literally running out of his shoes to escape the wolves became the subject of much joshing at the Hicks' tavern for some time afterwards.

Regarding the town of Portville, its early settlement was featured by the parts played by the Athertons and Dodges. The Atherton brothers, Asachel, Rufus and William, came from Allegany County and settled a short distance below the mouth of Oswayo Creek. They were probably the only settlers in the town in 1809. Gideon Haskell and a man by the name of Hill settled along Haskell Creek in 1810. The four Dodge brothers, Jonathan, Lynds, Alfred and Daniel, are believed to have owned all the land within the limits of the present village of Portville at one time.

The Weston lumber mills, which were operated for many years by William Wheeler, were among the foremost industrial establishments of the county. When their business was at its height, they produced about twelve million feet of lumber as well as a large quantity of shingles yearly. In 1849, Martin Comstock opened a tannery which, while it began with the employment of only one or two men, grew in

time into a thriving industry employing about 150 men. This tannery made use of water-power for many years.

The first permanent white settler in Allegany was Ebenezer Reed, who came from Connecticut in 1820 and settled near the mouth of Five Mile Creek. William B. Orton and David Orton also settled in Allegany, but later joined the Mormons and went to Nauvoo in 1828.

Nicholas Devereux, a native of Ireland who had come to America in 1696 or 1697, was the owner of a large amount of land in western New York, and he envisioned a beautiful city on the banks of the Allegany River, the location of which was to be in the vicinity of the present St. Bonaventure's College. Devereux's plan called for a city built on the idea of the great educational centers of Europe, in which the university was the point around which the city was built. The intended city was surveyed and divided into lots, and a large building, intended as a hotel, erected. "Allegany City" never took the form Nicholas Devereux had envisioned, but his dream of a great educational institution was in time to be literally fulfilled, resulting in the college and seminary of St. Bonaventure, one of the foremost centers of learning in New York State.

The village of Allegany, occupying the river flats on the right side of the stream between Five Mile Creek and the vicinity of St. Bonaventure's College, owes its growth to its position as an agricultural trading center, to the opening up of the oil and gas fields in the vicinity, and to the employment afforded by the tannery located south of the Erie tracks.

The earliest settler in the town of Ischua was Seymour Bouton, a native of Westchester County, and he and his family took an important part in Ischua's early history. When the county government was organized in 1817, his son, Sands Bouton, became the first county clerk. Seymour Bouton kept the first store in the town, also the first tavern. The first school was taught in his barn in the summer of 1816 by Caroline Putnam. Other prominent figures in the early history of this community were Abram S. Farwell, a native of Massachusetts, who came to this section in 1812, and Samuel Putnam, father of the above-mentioned school teacher, who came to Ischua about 1815. Ischua seems to have been wholly an agricultural and lumbering section, there being no record of any efforts in other lines.

The village of Ischua, in the northern part of the town, is primarily a trading center for this farming community.

The first settler in the town of Humphrey was Russel Chappel, who came from Schenectady in 1815 and settled along Sugartown Creek. Several years later he moved to Chappelsburg, which was the name applied to a small hamlet located at the junction of Wright Creek road and the highway leading toward Five Mile. Mr. Chappel opened a tavern at Chappelsburg and subsequently became the first

postmaster. Archibald McMurphy built a saw-mill on Wright's Creek, and this stream became the power of operation for three saw-mills along its banks. In 1823 Stephen and Benjamin Cole came from Ontario County and settled at Humphrey Center, which name was applied to another hamlet a few miles north of Chappelsburg. Stephen S. Cole, referred to above, became the first supervisor of the town and later his son, George W. Cole, became a member of the New York State Supreme Court. The first store at Humphrey Center was kept by F. B. Salisbury; much of the merchandise which he sold was brought from Buffalo by means of horses and wagons.

The policy of the authorities in paying bounties for the extermination of wolves appears to have resulted in trouble in Humphrey on at least two occasions. Two Indians, John Logan and David Snow, both claimed the bounties for killing several wolves. This dispute was settled by compromise, but a similar controversy between Hatfield Cooper, a white man, and two Indians, later came before Justices Cole and Wright, resulting in verification of Cooper's claim.

The occupation of Carrollton was largely the result of its resources favoring the development of the lumbering industry. The number of inhabitants was small for many years, but by 1860 nearly eight hundred people resided in the town. Charles Foster, Horace Howe and Marcus Leonard were among the earliest settlers, coming on the scene in 1814. Aaron Kelogg claimed to have founded the first permanent home in the township after coming to Carrollton in 1828. He had previously been a resident of McKean County, Pa. Many of the inhabitants of Tuna Valley possessed boats and Levi Leonard operated a ferry boat across the Allegany for about twenty years. About 1850 a bridge was opened across the river at the mouth of Chipmunk Creek, and it seems likely that Leonard's ferry service was discontinued at about that time.

The valley of Tuna Creek became a flourishing lumbering center and several steam operated saw-mills were established there. Steve and Jesse Morrisson operated one a few miles above the mouth of the stream, and in 1857 B. F. Irvine and Nelson Parker opened a large mill at Irvine. This mill is said to have produced four million feet of lumber and two million shingles during its most thriving years. Most of the Irvine Mills products were transported by raft down Tuna Creek and the Allegany River.

The village of Irvine Mills, a thriving hamlet for a time, was destined to disappear after the decline of the lumbering industry.

The advent of the railroads was largely instrumental in developing Limestone on the eastern side of Tuna Valley rather than at its original sight.

The tannery, located between the main street of the village and the railroad, was later removed from the scene, a severe blow to the

village. Many of the present dwellings are old tannery houses. The opening up of the Bradford oil and gas fields gave Limestone a new lease of life, it being the only industry other than agriculture to thrive in the community in its later days.

James Green is believed to have been the first permanent settler in Great Valley township. He had come from New Hampshire to Olean and later at Killbuck, where he established the first saw-mill in the town. His brothers, Francis and Richard Green, settled near the mouth of Wright's Creek where they engaged in lumbering and milling. Ira Norton located at Peth in 1816, coming from Franklinville. Benjamin Chamberlain, destined to become the famous judge, came to the township in 1816 and operated a grist mill, saw-mill and store, probably at or near Peth. Other members of the Chamberlain family, his father and four brothers, John, David, Simon and William, also located in the township. The hills and valleys about the Great Valley Creek abounded in stately pines and hemlocks, most of which were marketed during the first half of the 19th century.

James Green's mill at Killbuck, founded in 1812, was followed by others, and it has been stated that a mill existed for almost every mile of distance from Killbuck to Ellicottville. The first mill in the town which was operated by steam was opened at Killbuck in 1815. Peth was a thriving lumbering center for many years. During the spring, Great Valley Creek was the means of shipping thousands of feet of lumber by rafts. Creek rafts consisted of one string, four or five platforms in length. Because of the heavy volume of activity in the lumbering business, Great Valley was rather slow in the promotion of agriculture. This handicap, however, did not prevent the township from becoming one of the foremost dairying regions after that industry had supplanted lumbering as the county's foremost rural industry.

During the summer of 1841, Nicholas Flint, who had purchased a holding from the Holland Land Co. near the junction of Willoughby and Wright Creeks, supervised the digging of an intended water well which was destined to lead to curious results. According to tradition, the laborer digging the well left a crow-bar in the excavation, after which he ascended from the well. The next time he descended to resume his task, he discovered that the crow-bar had disappeared. It was the opinion at the time that the tool had slipped into a cavern between the rocks. The well was dug to a depth of about forty feet after which, as water had not been discovered, the owner decided to build a stone wall around its interior hoping that water might enter it in the course of time.

A few boards were placed over the well for the protection of the children, and a tradition states that a warning, "Don't let the oxen go near the well" was given, the well probably being near the road from the public highway to the barn.

During the fall of 1841, at the first snow fall according to tradition, the Flint children while playing near the well, noticed the snow on the boards blowing gently by the force of some breeze. Investigation revealed a breeze blowing from the depth of the well. Further observation showed the current "inhaled" at times while at other periods it "exhaled." It is said that "inhaling" indicates the approach of a storm, while the "exhaling" indicates its passing. For long periods it is inactive. Its current might be compared with that which drains the dust into the blower-pipe of a machine.

Mr. Flint made a willow whistle which he placed at the top of the well and the sound of this device could be heard for a considerable distance at times. The sound of this whistle is the probable cause of the Flint house, located in front of the well, becoming known as "the haunted house." There are no traditions, however, of ghosts or goblins using the dwelling as a center of operations for prowling about the neighborhood, such as they were accused of doing by the good people of Sleepy Hollow.

The odd features of this well, like the dimple on Mary Brown's chin, became the subject of wonder by representatives of science. The best information the writer has been able to gather of their deductions is that they believed a cavern had been opened up in the earth. But this statement is decidedly lacking in clarification. The report that the alternation between inhaling and exhaling successfully fortells the weather, as well as the exact nature of the force behind the current, could be made the subject of an exhaustive investigation. The air which arises from the well is completely odorless. Another similar well is said to have been discovered in Oklahoma in recent years. The well is still as dry as when dug, nearly 100 years ago. It is well to remember, however, that the shallowest well producing a regular water supply in that neighborhood is considerably deeper than the "breathing well."

The village of Carrollton grew to a position of considerable prominence after the Erie railroad was completed, and it was the point of embarkment for both the passenger and freight trains running on the Bradford branch. The village was further enlivened by the presence of a kindling-wood factory, employing about two hundred men at its height. Several streets containing a considerable number of dwellings were situated near what is now the vacant land between the baseball field and the river, and it was also in this section of the village that the kindling-wood factory was located.

The lumber mill which flourished for a time left the scene during the 1890's. The kindling-wood factory left about the same time and the Erie began the policy of operating the Bradford Division from Salamanca. These changes proved to be the undoing of Carrollton's prosperity. Its rapid decline gave it a resemblance to the "boom towns" of the mining regions of the West, which, after their metals had been depleted, became "ghost towns." Dodge City, Virginia City, and now Carrollton.

SECTION TEN

THE DUTCH HILL WAR

The years 1836 and 1837 were featured by class-struggle in parts of New York State between some of the land companies and their agents on one side, and a large element of their dissatisfied tenantry on the other. Notable in this conflict was the sacking of the Mayville office of the Holland Land Company on February 6, 1836. A similar attack was made on the Batavia office of the same company a short time later, and its seizure by the mob was prevented by a timely mobilization of military strength. The bitterness of the tenants toward the land company took the form of a conviction that the land company was demanding tribute for property on which a large share of the value was determined by the improvements made by the occupants themselves. Paul D. Evans, in the introduction to the book, *THE HOLLAND LAND CO.*, says:

“Debtor and creditor have ever been but lukewarm friends. Their relationship in general has been less pleasant still when based upon the sale of land the value of which depended in large degree upon labor given to it by the debtor. Particularly was this true after the democratic idea had become firmly fixed in many American minds that the mere labor of exploiting wild lands was sufficient contribution to the country’s welfare amply to merit for the settler a gift of the lands themselves.”

The validity of the Holland Company’s claims in this section had been brought into question, a prominent Buffalo attorney being one of the foremost figures of the dissatisfied faction. The Holland Land Co. faced the issue squarely and selected two pieces of property in each of several western New York counties, the validity of which was to have a legal test. Although there had thus far been no trouble in Cattaraugus County on this point, the Holland Co. made a legal test of their claim on the holdings of William Cooper of Persia, and Seth Cole of Burton. The decision in the two Cattaraugus County cases, as elsewhere, established the validity of the company’s claims. It is quite possible that the land company’s action of bringing about these two test-cases was a detriment rather than an aid to their cause. It brought to tenants certain dawnings on the nature of their dealings of which they might otherwise have been left in ignorance. It clearly defined the issue as one of landlord against tenant, and the relationship between the two classes had thus far existed without serious friction.

At any rate, the years 1844-1845 were to bring the county serious trouble over this issue. The main theatre of excitement was an area of rolling land known as Dutch Hill, on the heights between Olean

Creek and Five Mile Run, at about the town-line between Hinsdale and Ischua. Sympathy with the dissatisfied tenants, however, was not limited to this neighborhood, but dominated whole sections of the eastern part of the county.

In the year 1823, Jacob and George Learn, brothers, had taken a single contract from the Holland Land Company for the purchase of over three hundred acres on Dutch Hill. It is stated that Jacob Learn cleared most of the Dutch Hill road himself, there having been no road to the property at the time of the purchase. The contract called for a small down payment, the remainder to be paid in installments lasting over a period of ten years. The estate was divided into two farms, one occupied by each of the brothers. For fourteen years the Learns occupied these two farms without making any payment except the small sum paid at the outset. During this interval, the Holland proprietors had disposed of a considerable amount of their holdings, including title of the Learn estate to the Devereux Land Company. The latter company subsequently conferred title to the Jacob Learn property to Gould Hoyt, while the farm on which George Learn resided was assigned to Russel Nevins.

About six years after Messrs. Hoyt and Nevins took over these claims, they requested the Learns to make some step toward settlement but were met with a refusal. They waited until the following March (1844) before making their next move, at which time they began suits of ejectment. The occupants made no defense and judgment by default was the result.

Writs were placed in possession of Sheriff George W. White who, on June 12, 1844, went to the home of George Learn, on Dutch Hill, with legal authority to remove the occupants from the premises. The sheriff, however (having instruction to act in this manner by Hoyt and Nevins), agreed not to remove the occupants if the Learns would come to the proprietors' land office and draw up new contracts. It has been said that George Learn might have agreed to do this had he not been prevailed upon to refuse by certain other parties. The Learns refused to comply with the sheriff's offer and consequently the sheriff and his aides began removing the household goods from the dwelling.

Almost immediately a mob of excited and determined sympathizers appeared and commanded the sheriff to leave the property. According to one report, the sheriff was so violently attacked that the injuries he received were believed to have hastened his death, which occurred a few years later. Sheriff White, said to have been unarmed and having only a small band of aides, did not battle with the mob, but withdrew from Dutch Hill.

A short time after this affair, a public mass-meeting was held at Hinsdale at which "the land-holders were denounced, their titles discredited and resistance recommended." Other meetings were held in

neighboring communities at which similar passion was shown. At one of the protest meetings a resolution was passed which, after stating that the participants were assembled to "consider relations with certain persons claiming to own a large share of the real estate of the county," declared that it was the "opinion of a large part of the inhabitants of the eastern part of the county that these persons had no legal title to the land in question . . . that they could not give good titles, but were determined to force occupants to pay for the protection of lands which their own labor had made valuable."

The resolution ended as follows:

"Resolved, that we seek a good title and reasonable prices, and we seek not to obtain these by force, but by fair and honorable negotiation. We highly scorn and repudiate the idea of setting the laws of our country at defiance or violating them in any case whatever, until we have been driven to that extremity where we should be morally justified in violating the letter of the law in defense of our natural rights, in protecting ourselves and our families from the iron grasp of aggressiveness."

A short time after the sheriff's unsuccessful attempt to eject George Learn from his Dutch Hill residence, warrants were issued for the arrest of eleven persons said to have taken part in the disturbance. Action on the warrants was delayed for a considerable length of time, however, and the effect of this delay was an increase in the self-confidence of the Dutch Hill sympathizers.

On February 20, 1845, Sheriff White and Judge Benjamin Chamberlain came to the rebellious region requesting several of the indicted persons to follow them to Hinsdale, where he would be prepared to receive bail for them. The sheriff, probably because he saw no sign of his request being heeded, left the region and started for Ellicottville. After he left, a group of rebellious sympathizers appeared in Hinsdale to offer bail for the indicted persons.

On January 24, 1845, Alexander Chambers, William Gallagher and Henry Smith left Ellicottville for the Dutch Hill sector, having been duly authorized to make arrests. What happened the following day is explained by a newspaper of that time:

"The next morning they found the rebels ready on Dutch Hill to receive them, but in separate squads as guards to the several indicted persons. They attacked one squad of eight men and had a parley, a struggle and fight of about half an hour when, finding themselves likely to be overpowered, they drew their pistols, scattering the enemy, and secured their prisoners. The Indian alarm signal was soon given and the arresting party had not proceeded far before they found their road filled with men to oppose their progress and rescue the prisoners; but the speed of the horses and the determination of the party, seconded by their display of arms, broke the ranks of the enemy."

This newspaper account states that they "secured their prisoners" but gives no explanation of the fact that only one prisoner, Thomas McWilliams, was brought back to Ellicottville. Whether he was the only one captured or whether the others made their escape is not made clear.

While Chambers, Gallagher and Smith were on their expedition to Dutch Hill, Sheriff White was in Ellicottville making preparations for the return of the three deputies and their expected prisoners. Likewise, he believed it expedient to summon military assistance so as to be able to cope with any eventuality. It has been stated that the rebels threatened to destroy the courthouse and other buildings, in case any of the Dutch Hill element were brought into custody. One newspaper stated, "this combination has been variously estimated as numbering from 300 to 1,000 men, boasting their determination to resist the law and its officers at any hazard." It was also reported that the rebels had allied themselves with the Indians on the Allegany Reservation.

The mobilization of military strength which the sheriff and his aides effected at Ellicottville was swift and complete. Mounted messengers left the county-seat for various sections of the county on Saturday about daybreak; at three o'clock nearly three hundred men had reported for service. Colonel Cook, of Springville, reported with over fifty men. It is stated that "singly, by twos and threes, and in squads they came. By midnight a force of about eight hundred men guarded the county-seat and its approaches from the southeast." Three pieces of cannon were placed in the courthouse yard, and troops were stationed at strategic points outside the village. It chanced that a large supply of mutton hams awaiting shipment, were being stored in the village at the time, and the high command "appropriated" these as a food supply for the troops.

It is said that some of the rebel sympathizers visited Ellicottville Saturday and Sunday; they probably were amazed and perhaps not a little flattered by the alarm which their conduct had caused. Sentries kept a watchful eye open for any sign of a march on the county-seat, but none was forthcoming.

By ten o'clock Sunday evening it had been decided that the time was ripe to take action against the rebels. Accordingly an expedition was fitted out to make its way to Dutch Hill by means of horses and sleighs, about thirty sleighs being employed. Chambers, Smith and Gallagher traveled in the first sleigh. The main body of troops followed, then the reserve forces. Col. Eldridge and Col. Dan Huntley were prominent leaders of the expedition. The total number of men making the trip, one of about twenty miles, was about three hundred, the remainder of the troops had been left to guard Ellicottville.

It is stated that the Chambers-Smith-Gallagher trio rushed ahead, being anxious to gain distinction. Having reached the Dutch Hill region, these three proceeded to attempt the arrest of three of the rebels, one of whom put up a hard battle. Sheriff White and his guards then came to the scene and one of the guards fired a shot, either by accident or as a warning. This proved a serious blunder as the other rebels being sought fled at the sound of the gun and were not captured.

The expedition from the county-seat encountered no armed resistance at Dutch Hill and both Jacob and George Learn signed an agreement to take new contracts.

There is a legend to the effect that when the troops came to the George Learn home they found only an old man sick abed and a girl doing the household work. It has also been stated that by the time the expedition arrived, the Learns had become convinced that Hoyt and Nevins did have the authority to grant clear titles; whether the "conviction" was an intellectual one based on legal advise or a prudent one based on dread of military display might be open to question. At any rate, the Learn brothers agreed to sign new contracts and the force returned to Ellicottville. By the following Tuesday, the other indicted persons agreed to surrender.

But the troubles of this expeditionary force were not yet over. The journey back to Ellicottville by sleigh on this cold January night was a trying one. They arrived in the county-seat, cold and hungry, only to find that the old adage, "an army travels on its stomach," had been ignored by the forces left to protect the village; the above-mentioned mutton hams all had been consumed by the time of their return. There was, however, no threat of physical disturbance over this curious incident and the citizen-soldiers were mustered out of service and returned to their homes.

Many people deemed the military preparations to be altogether out of proportion to the danger the authorities faced. By comparison, the British forces at the Battle of Concord in the opening stage of the Revolutionary War numbered about eighteen hundred, or considerably less than triple the number of men Sheriff White had mustered. The cost of the campaign to the county amounted to about seven hundred dollars. The sheriff and other officials were subjected to ridicule for many years because of what many considered their needless worries. On the other hand, many people, as well as certain newspapers, complimented the sheriff and his allies for the strong and courageous stand taken. Class-struggle of a similar nature had resulted in the sacking of the Holland Land Company's office at Mayville as well as an attack on the Batavia office of the same firm a number of years before, and reports were current that the Dutch Hill sympathizers had threatened similar destruction. A report that the hill

people had allied themselves with the Indians was also taken seriously by some, and the sheriff felt obliged to take measures which would cope with any eventuality. The spirit of the rebel-sympathizers as displayed in certain meetings held in their communities was enough to cause any law enforcement official to be prepared for the worst. At any rate, the humor which the affair engendered may well be considered as worth the price of seven hundred dollars which the county found it necessary to expend.

The Dutch Hill affair later became the subject of both drama and verse. Mrs. Dan Chambers, who at present lives in the former home of George Learn, wrote a play which was based on the excitement of 1845. This drama has been produced in Olean, Salamanca and elsewhere. George A. S. Croaker, of Conewango, wrote a long poetic treatise, sprinkled with both humor and satire, on the Dutch Hill War and its legends. Croaker's poem concludes with a word of praise for both the sheriff and the judge:

“Lord bless, with slumber sweet and light
Judge Chamberlain and Sheriff White.
’Twas their wise counsel saved us all
From sack and flame and murderer’s pall.
Long in the hollow of the hand
Preserve them, Lord, to bless the land.
And when they die (E’en great men must,
By nature’s laws returned to dust.)
We’ll sacrifice two fatted rams
To deck their graves—with mutton hams!”

SECTION ELEVEN

DEVELOPMENT OF NORTHEASTERN TOWNSHIPS

General Joseph McClure and family were the first white settlers in Franklinville. McClure came from Massachusetts to Angelica in 1804, and the following year he built a log cabin on his new holdings in Franklinville. He afterwards opened the first inn in the town. The community, which became known as McClure's Settlement, continued to expand until the time of the War of 1812 when the growth of the frontier country was checked by the uncertainty of the government's ability to protect settlements from Indians. The cold winter of 1816 caused much suffering to the people of McClure's settlement; it has been said that this winter was the beginning of the term "Cold Cattaraugus," afterwards used to describe the county. A carding mill was established at Cadiz at an early date, and a thriving hamlet grew up in that part of the town. John Warner, who settled in Cadiz about 1809, is believed to have been the first settler in that hamlet. A post-office was established at McClure's settlement in 1820. Four years later the name was changed to Franklinville. A financial report of the town, dated October 4, 1820, lists the following expenses: "to Joseph McClure: Damage to house at town meeting, \$10."

The village of Franklinville grew into a flourishing center of trade, and the passing of a railroad through the village gave it an impetus to expand industrially. Ten Broeck Academy gave it a reputation as an educational center. The village follows the New England plan, being built around a public square or village common. Franklinville's incorporation took place in 1874.

The first settler in the town of Machias is believed to have been Timothy Butler, a native of Maine, followed by two others from the same state, Jeremiah Ballard and a man whose last name was Tiffany. In 1815 Joseph Kinne and his three sons also settled in the town. The outlet to Lime Lake was the chief source of water-power, and the first saw-mill, built by Andrew McBuzzell, was probably opened along its banks in 1820. In 1823 Daniel Potter opened the first grist-mill in the town. In the summer of 1820 Amarilla Brown taught the first school in Machias.

In the fall of 1828, the community was seized with alarm over the plight of the three Arnold girls. The three girls, the eldest seventeen and youngest ten, had become lost in the woods while searching for wintergreen berries. After they had been missing for several hours, neighbors and friends joined in searching the countryside. The approach of evening was accompanied by a drenching rain, and as the evening twilight slowly faded into the weird darkness of night, the searching party was reduced in numbers to two, who continued search-

ing for several hours after the others had left the forest. About ten o'clock the two searchers heard a scream coming from a distance and, not concluding whether the cry was that of a panther or one of the lost girls, they went to a home in Dutch Hollow where they stayed for the night. The break of day was accompanied by the renewal of the search by the two men. Members of a company of militia, scheduled to drill in Machias that day, also joined in the search. Heading toward the spot from whence they heard the cry the night before, the two men soon found the three wanderers cold, hungry, drenched with rain, and overcome with exhaustion, but otherwise unharmed.

In 1830 the population of the township was quoted as 735; this with less than 1500 acres of improved lands. Machias has become notable for the almshouse and insane asylum which were established there, which will be discussed in the chapter on social and educational conditions.

It has been claimed by one commentator on this section's history that the counterfeiting of money was practiced in Machias township at an early date but no details are given with regard to this lawlessness.

Lime Lake, according to local tradition, is the result of combining three ponds into a body of water in substantially its present form, during the early days of settlement. A textile mill and both a lumber and grist mill have been operated by the power derived from its outlet, while the lake itself has been a source of a considerable volume of ice harvesting.

The earliest settlers in Freedom were largely natives of New Hampshire and Vermont. Among the early pioneers in this township who established permanent residence were Enoch Howlett, Rufus Metcalf, Earl Sawyer and Jonas Irish. Elihu Daggett, one of the pioneers who left the township soon after settling, is said to have dug up the recently planted potato seeds, so short was he and his family on provisions. Josiah Mead came to Freedom in 1823 and established a carding mill the following year. He later established a second carding mill, both of which probably were operated by water power.

Sandusky, Elton and Freedom are hamlets which grew up in the town. Sandusky owed its origin to its position at the junction of Clear Creek with two of its tributaries.

Town meetings in the early days often were spectacular and demonstrative occasions. The following resolution, passed at the home of Gillet Hinckley of Freedom in 1821, while crude in its spelling and capitalization, nevertheless shows an understanding of local governmental administration which is one of the greatest bulwarks of American democracy:

"Voted to have two roads layd out by Nathan Holmes last year recorded. Voted that swine should be free commoners if they ware

yoked and Rung with a good and sufficient yoke and Ring. Voted, to raise \$250 Road Money. Voted, to raise double the amt. of school money received from the State. Voted, to raise \$10 on every bear killed by actual residents of the town. Voted, to raise fore Dollars to buy a Town Book.

Signed by:

William Price, Moderator
Enoch Howlett, Clerk.

Benjamin Felch and Bethual Bushop were probably the first settlers in Yorkshire. In 1822, Isaac Williams built what appears to have been the first house in the town, at York's Corners. In 1825 the town board passed a resolution as follows:

"Aney Person Drawing lumber across aney Bridge in the town of Yorkshire, with a chain, without aney carriage under it, shall pay the sum of one Dollar for every such offense."

An early settler stated that one inducement which influenced his family in settling in Yorkshire was the number of pigeons which could be killed there. He stated that after his arrival, one of the principal articles of food was pigeons, which had been killed by attacking them with poles.

Two villages, Yorkshire Corners and Delevan, grew up in the town. A small hamlet also existed at West Yorkshire, the sight of a carding mill established by Lewis M. Fisk. Delevan, known as Yorkshire Center for many years, grew into a flourishing center of trade, especially after the completion of the Buffalo branch of the Penna. Railroad. It had been the sight of a distillery operated by Col. Hibbard at an early date, and in more recent times it became the sight of a foundry manufacturing types and supplies for printing.

The suggestion has been ventured that a settlement was made in the town of Farmersville before the War of 1812, it probably being abandoned because of fear of the Indians. There appears to be no certainty regarding this reproduction of Raleigh's Roanoke Island colonization, however, and in view of the fact that the New York State Indians did not join in the hostile demonstrations of other tribes along the frontier, it would seem that the flight of these settlers was unnecessary. A fear of attack by Indians on the frontier was general, however, and this feeling retarded settlement in Cattaraugus County.

The first permanent settlement in Farmersville was made in February, 1817; Richard Tozer and wife, Peter and Cornelius Ten Broeck, Pegleg Robbins and Levi Peet being among its earliest settlers. When Richard Tozer and his wife came to their holdings, the framework of a cabin which had been erected proved insufficient to shelter them from the heavy snow storm which visited the region almost simultaneously with their arrival. The snow soon reached a

depth of about three feet and Tozer proceeded through the wilderness to McClure's Settlement, ten miles distant, where he obtained a few boards which aided him in finishing his cabin. Later Tozer built an addition on the cabin and opened a tavern in it; later he tore it down and built a hotel. He subsequently became the first supervisor of the town.

Farmersville Center and Farmersville Station were the only hamlets of any size to grow up in the township, the latter owing its existence chiefly to the B., R. & P. Railroad. The township never assumed importance in manufacturing. Citizens of Farmersville were to play an important part in the promotion of the temperance movement, the essence of which will be discussed in a later chapter.

In 1808 Solomon and William Rawson and their wives migrated from Cuba westward into Cattaraugus County, where they became the first settlers in the town of Lyndon. The Rawsons cut a road through the wilderness from Cuba, and it followed that these and subsequent settlers carried on most of their trade with the business places of Allegany County. Robert Brooks had in 1806 contracted with the Holland Land Co. for a tract of land in Lyndon, but it does not appear that he became a settler until the summer of 1815. The first school in the town was taught by Sally Brooks in 1815, the school being located "on the creek." The fact that the first saw-mill was comparatively late on the scene indicates that the northeastern townships did not take an important part in the great lumbering industry which dominated the southern half of the county during the early nineteenth century.

There are indications of the early inhabitants of Lyndon suffering from want of food during the years 1817-1818. The price of flour had risen until it became from \$14 to \$16 a barrel, and many of the Lyndonites are said to have subsided on milk, greens and leaks.

No hamlet of any size or importance ever sprang up in Lyndon. The surveyor-general's map of 1839 indicates a post-office being kept at Hopkins, but this was probably little more than a cross-roads stopping point. In the course of time Lyndon grew into a thriving dairying community, the early difficulties having been overcome. Cuba and Franklinville both profited by the trade which the lack of business places in Lyndon brought in their directions.

As previously mentioned, the sight of the present village of Ellicottville was selected by a commission as the most desirable location for the county-seat. This fact, in addition to the establishment of an office by the Holland Land Co. and later the general headquarters by the Devereux Land Co., greatly influenced the growth and importance of Ellicottville. In 1817 Baker Leonard completed a tavern at Ellicottville for the Holland Land Co., the expense of which was so great that

the company refused to accept it. Upon their refusal, Leonard proceeded to operate it himself. He also operated the first store in the village.

The Holland Land Co. office was opened in 1818 with David Goodwin as agent. The new courthouse (later to become the town hall, which it still remains) was built in 1829. A small brick building which also still stands, was built next to the courthouse as a County Clerk's office.

A politico-social organization known as the "Independent Bachelors of Ellicottville," was organized in 1848. At an early meeting, evidently when a local election was approaching, the following proceedings took place:

"Resolved, that we, the unmarried men of Ellicottville, being unencumbered with wives and the resultant attentions of married life, deem it our duty to lighten the burdens that have devolved upon the married men of this township by taking upon our shoulders the official duties of said township for the ensuing year.

"That the candidates presented by this caucus are worthy of the support of our citizens.

"That we will elect this ticket in spite of the opposition of married men and lamentation of spinsters.

"That every candidate who shall marry during the term for which he was elected shall give an oyster supper for the benefit of all the bachelors of said town.

"(Hereupon one of the candidates arose and expressed a desire to decline the nomination, when upon motion it was resolved that no candidate should be excused unless he make affidavit of his intention to marry within one year, and that the proceedings of this meeting be put in the papers of the village.)"

The bachelor organization proved a failure as far as political power was concerned, and the movement was short-lived.

Ellicottville was long considered the most important village in the county, and it was the first scene of a three-story brick building, the building occupied at present by the Masonic Lodge. It has been said that people came to Ellicottville from miles distant to see this sight, something previously unheard of in these parts. The movement of the county offices to Little Valley in 1868 was a great blow to Ellicottville, but it partially made up for the loss by the promotion of industrial enterprise. It became the scene of two last block factories, Murphys and Fitzpatrick & Wellers. The village was incorporated in 1837.

On May 11, 1890, a disastrous fire occurred which destroyed the Crawford House and caused considerable damage to other buildings.

Bryant Hill was settled at an early date and was probably the first region to be cleared. A large number of Irish settled in the township, especially after the completion of the Erie Railroad, and established themselves in what grew into a thriving farming district. The hamlet called Ashford, or Ashford Junction, in the northern part of Ellicottville township, owed its importance largely to its location at the junction of the two forks of the B., R. & P. Railroad. The name Ashford was given to the station because it was donated by the people of Ashford township, a few miles distant.

In the town of Ashford, the Shultus brothers, William and George, and Henry Frank and his two sons, were among the earliest settlers. The latter family were noted for their hospitality to travelers, possessing a log dwelling at which those on their journey stopped for lodging. According to the census figures, the population of the town increased from 275 in 1825, to 1201 in 1835.

Villages in the town included West Valley, situated in the valley of Buttermilk Creek, and Riceville, sometimes called East Ashford, on Gooseneck Creek. A small settlement called Ashford Hollow, in the western part of the town, was known simply as Ashford in the early days, that name later being applied to the hamlet at the junction of the B., R. & P. Railroad in the town of Ellicottville. At Riceville, Eugene Williams operated an ink manufacturing establishment for some time, thus adding another product to the county's list of small scale manufactured articles.

SECTION TWELVE

DEVELOPMENT OF THE NORTHWESTERN TOWNSHIPS

The earliest settlements in the town of Perrysburg took place along the road which had been opened by the Holland Land Co. It is quite probable that John Clark and his wife located along this highway in 1816. Mrs. Clark was the only white woman in the town for several years and it is said that she did the baking for all the white inhabitants of the town. The Clarks left Cattaraugus County a few years after their arrival and went to the West. The first school in Perrysburg was taught by Olive Barton at an early date.

The village of Perrysburg, located in the south-central part of the town, became the scene of a factory manufacturing agricultural machinery, established in 1860 and swept by fire in 1882. A grape box factory also aided in giving Perrysburg an air of activity.

The first permanent settler in Persia was Ahaz Allen, a native of Lancaster, N. Y. He had settled in the Zoar valley, evidently intending to dam the creek so as to have power for a mill, but he decided that the stream was unfit for a dam, consequently he settled elsewhere. Allen employed John Russell to build a log house in the present town of Persia and allowed Russell to occupy it until the following spring, at which time Allen and his wife left the Zoar for their new home, descending the creek in a canoe. During the War of 1812, Allen was drafted for military service, but Russell, taking into account the plight Allen would be in if he left his family in this wild country inhabited by Indians, agreed to substitute for him. Allen showed his appreciation by paying Russell twice the price he had asked for. Col. Waterman, a native of Vermont, likewise settled in Persia, part of his holding being within what is now the village of Gowanda. The Colonel, perhaps taking advantage of his military training, built a large double house, which he surrounded by a stockade, making a corral in which pigs, cattle and sheep could be safely kept from the ravages of wild animals. This curious lay-out was built near the point at which Thatcher Brook empties into Cattaraugus Creek.

In 1820 a post-office was established at Adrich Mills, the village later being commonly known as Lodi. A mile or so north of Lodi was a hamlet called Hidi. A tannery was established at Hidi in 1853, which was swept by fire in 1862, but was afterwards rebuilt. A factory which manufactured agricultural implements was operated by Sellew and Popple for many years. The population of Persia was over thirteen hundred in 1860.

The name of Lodi was changed to Gowanda and the village incorporated in 1848. In 1878 Gowanda was re-incorporated, this time taking Hidi within its limits. The residential section of the village

extended a considerable distance across Cattaraugus Creek, this part of the village being in Erie County.

The town of Otto appears to have seen its first occupation in the Zoar Valley, a name applied to the wide area of bottom-land along the Cattaraugus Creek, east of Gowanda. Weird legends are associated with this region. Indian folk-lore established the Zoar as the scene of residence of a troupe of fairies, from whom some of the Indian ceremonies were supposed to be learned. The presence of fairies was claimed to be further in evidence by the resemblance of marks on the hardened sand along the creek to tiny footprints—supposedly those of dwarfs. Folk-lore also mentions that sounds heard in the valley—supposed to be caused by the fairies beating tom-toms—was considered the signal for the Indians to go through certain religious rituals.

Since the coming of white people to the region, other legends of the Zoar have developed. One story states that a traveling peddler stopped at one of the houses in the Zoar to make arrangements for a night's lodging. It appears that he showed poor judgment in selecting that dwelling, for he was dealt a severe blow on the head and thrown into the cellar, perhaps the consequence of an attempt to rob him, or possibly the result of suspicion that the peddler was a treacherous character. He gradually regained consciousness and climbed the cellar steps to the point at which he was able to begin raising the trap door. At this point someone clipped off part of the fingers exposed from the trap door with an axe. This second attack proved too much for the traveler and he fell to his death in the dungeon beneath the dwelling. Before expiring, so the legend goes, he verbally pronounced a "curse" on the region or its dwellers.

Strange and far-reaching happenings have been attributed to this "curse." Some people believing it casts its sinister shadow even to the present day. One hundred years has been considered the time of the "curse's" fulfillment, and, while no person has suggested to the writer what was the exact year of the peddler's visit, the suggestion has been ventured that the curse "must be nearly run out."

The small but picturesque waterfalls of the Zoar region constitute an impressive sight when the moonlight reflects on their waters, reminding a visitor of the ghastly sight described by Coleridge:

"About, about, in reel and rout
The death-fires danced at night;
The water, like a witch's oils,
Burnt green and blue and white."

A unique spot in the Zoar region is a rather unusual waterfall known as "Schoolmarm Falls." It is located in the extreme north-eastern part of the town of Otto, a short distance from the mouth of one of the tributaries of the Cattaraugus. According to tradition, a



"Schoolmarm Falls" in the Zoar Valley

teacher and her class paid a visit to this scene, in the course of which one of the pupils strolled into such perilous proximity of the falls that the teacher rushed to his rescue. The rescue of the child from danger was accomplished, but the teacher was herself flung to her death in the rocky bed of the stream.

The Zoar region today contains the remains of abandoned houses and barns—reminders of days when the area was more populated than at present. Whether the story of the “curse” or the normal pressure of economic necessity was the chief factor in the Zoar’s abandonment does not appear certain.

In 1838, Justus Scott, of Otto, with the help of his two sons, cleared a large tract of land in preparation for cultivation. The brush was collected into piles which Mr. Scott intended to burn after waiting a sufficient time for them to dry. He left the neighborhood on a short trip while the brush was drying, and after being absent for several days, his wife decided it best to burn the brush herself. Accordingly, she passed through the field, setting fire to one pile, then another, as she passed along. Suddenly she realized that in her careless manner of setting the brush afire, she had neglected her own safety. Looking around, she saw fires on all sides, with no exit in evidence. Seized with terror, she escaped through an opening between the wind-rows, uninjured except by terror, smoke and heat. One is left to wonder what Mr. Scott’s predominate emotion was when he heard of the near-catastrophe: whether he was proud of his wife’s efforts, angry at her for attempting a task she failed to understand, or simply mortified at having a wife who would be thoughtless enough to get in such a predicament.

The village of Waverly, now known as Otto, saw its first settlement in 1822, in which year the South branch of the Cattaraugus was dammed. It has been written that “a saw-mill is situated above the dam and has connected with it a cider mill.” In 1829 a custom mill was started at Waverly which was later to manufacture woolen goods.

Horace Wells was probably the first settler in East Otto, locating in the section which later became the village. Three brothers, John, Allen and Rufus King settled near the junction of the Connoisaraulay Creek with the Cattaraugus in 1817. Several settlers who came from Vermont also located in East Otto. Two hamlets, East Otto and Plato, grew up in the town. The former sprang up near the source of the South Branch of the Cattaraugus. The latter, located in the southeastern part of the town, had, according to Adams, “quite a boom at one time, and aspired to become a city.” It never succeeded, however, in approximating New York or London in population.

The earliest recorded settlers in the town of Dayton were Simon Bruce and Silas Nash, who probably located in the town in November, 1810. The two men had intended to settle in Chautauqua County, and

when they located in Dayton, they believed that they were in that county. Nash subsequently built a log house, the first dwelling in the town. In 1817 he started the first saw-mill, which was operated by the power of Conewango Creek. The town, however, was handicapped by a scarcity of waterpower. Timothy Shaw came to Dayton in 1814, his family arriving the following year. Ralph Johnson came to the town from Connecticut in 1815, later to become the first postmaster.

West Dayton, also known as Cottage, was the first hamlet in the town. Pine Valley, later to be known as South Dayton, was the scene of two thriving shingle mills, Ranlett Bros. opening one in 1852, and Henry Wolfe another about ten years later.

John Wickham has been called the "Father of South Dayton." According to legend, he had a dream or vision in which South Dayton appeared as a prosperous trading center, and it may have been through his efforts that the village was planned and laid out in lots in 1875. Wickham's keen eye saw that the village was ideally situated, and he became the owner of a hotel, grist mill and about thirty buildings. Robert Ewing was also a large property owner.

The village of Dayton, known as Dayton Summit in its early days, was the scene of a factory manufacturing cradles for harvesting. The intersection of two railroad lines of the Erie system at this point gave it a scene of activity.

New Albion, which includes the bustling village of Cattaraugus, probably saw its first settlement in 1818, when Matthew Dimmick came to the region. He left New Albion soon afterward, and the cabin which he had erected was subsequently used as a place of shelter by other settlers until their own cabins were ready for occupation. Benjamin Chamberlain, later to become the well-known judge, settled in the town in 1818, but, like Dimmick, left soon afterward. John Kinicutt, later destined to be town clerk for seventeen years, came to the town in 1821. Other early settlers included David Hill, Jeremiah Maybe and Charles Sibley, who subsequently opened the first grist mill in the town. Solomon G. Wright built a house which came to be known as "Solomon's Temple" because of its unusual style. James Godard opened the first tavern on the old Chautauqua Road in 1820 or soon after.

The village of Cattaraugus owes its existence largely to Joseph Plumb, who at one time owned most of the land now in the village. Mr. Plumb donated a "right of way" to the Erie Railroad through his property, including land on which to erect a depot. The village may be said to date from the construction of the railroad and its station. The 1839 map of the county fails to show any sign whatever of village or hamlet at this point. Although most of the land was situated on the hillsides which slope toward the tributaries of the Cattaraugus

South Branch, a village of considerable importance sprang up in a remarkably short time, and Plumb's donation to the railroad proved to be a profitable investment. Oakes and Berger, a widely-known firm dealing in dairying supplies and similar wares, dates back to a small tin shop and tea-kettle repair establishment opened by Mr. Oakes in 1884. Its growth and prosperity has been a tremendous boon to the village. The location of most of the streets, especially Main Street, on a rather steep hillside, has gone to make problems for the community, but its citizens have displayed a forward-looking spirit as is shown by the broad lay-out of Main Street, making the handling of traffic less difficult.

When Mr. Plumb deeded land from his estate to other holders, a clause was inserted in each deed which provided that the title should revert to Mr. Plumb if liquor were sold on the premises. A man by name of Tubbs, a pool-room operator, sold liquor on some of this restricted territory, and Mr. Plumb began suit for its recovery. The Court of Appeals re-affirmed a decision which had been handed down by a lower court, which decided that Tubbs had forfeited his title, which reverted to Plumb. The latter, however, subsequently deeded the property to the Tubbs family.

The town of Mansfield, called Cecilius in its early days, appears to have received a considerable number of settlers in the decade between 1820 and 1830, although a few people settled there previous to 1820. Nathaniel Fisk and Amos and Timothy Morgan, were among its earliest pioneers. The two Fenton brothers came from the vicinity of Collins in Erie County about 1819 and began clearing the forests on the holdings they had purchased. They were, however, possessed with a certain fear of the dangers which they believed abounded them; the panthers and wolves which inhabited the forests inspired them to take cautions which some might scoff at as cowardly, others might praise as prudent measures for their safety. The Fenton brothers built a platform in the branches of a tree and surrounded the tree with dry brush. These arrangements completed, the two young men felt more at ease, since at the approach of a panther or a wolf they could, if not too far distant, ascend to their platform after setting fire to the pile of dry brush which surrounded it. Their safety-first arrangement was soon destined to see practical use. One evening, perhaps as the youths were completing their daily tasks in the forest, a scream was heard resembling the cry of a panther, the hearing of which caused them to make a hasty retreat to the tree. Setting fire to the brush, they climbed to the platform, the cry from the forest perhaps still audible. The light from the brush fire must have made a spectacular reflection on the evening sky. Soon the dark form of a living being made its way from the woods. The terror which the Fentons felt at its coming soon turned to relief, as the youths discovered their

third brother approaching. The third Fenton had left his home for Mansfield, following a blazed trail most of the distance. The darkness of night, which asserts itself earlier in the forest than in the open, resulted in his being unable to follow the trail. He cried through the forest for aid, and, soon discovering a bright light in one direction, he headed toward it, unable to understand why his brothers should be perched like monkeys in a tree. The three brothers stayed in Mansfield until the beginning of the 1819-20 winter, by which time they had grown dissatisfied with "roughing it" and decided to return to Erie County. While crossing Cattaraugus Creek on a raft, one of the brothers fell in the creek and nearly perished. There is no record of them ever having returned to Mansfield.

By 1830 there were nearly four hundred people residing in Mansfield. Two hamlets, Eddyville and Maples, sprang up in the northern part of town, but neither grew to any considerable size. Eddyville got its name from the Eddy family, influential in the history of the town.

James Franklin and his son, James, Jr., were the earliest settlers in the town of Leon. Abner Wise and his wife settled in the town the same year. Tom Cheney, a fifteen-year-old boy, came to the region and aided the Wises in clearing the land, probably making his home with them. Edmund Dudley came from Niagara County in the spring of 1819; he afterwards returned to Niagara County for a time, and on the way back to Leon he stopped at the Holland Land Co. office at Ellicottville. Inquiring as to the price of the land he was occupying in Leon, he met with the reply that half of the barrel of whiskey he had with him would pay for the land. Thus it came about that the first land deeded by the company in Leon was bought for half of a barrel of whiskey. The other settlers in the town were occupying the land by arrangement with the land proprietors, not having purchased it as yet. John Noyes ran a distillery for about six or seven years, later operating a carding mill. There was a poor supply of water power in Leon, and the lumbering industry did not thrive to any considerable extent. The dairying industry received an early start in this region, however, and several cheese factories and creameries were established.

In 1835 a post-office was established at Leon Mills, it being later moved to Leon. A post-office had previously been opened at Pleasant Grove in the eastern part of the town. No village of any considerable size ever grew up in the town except Leon, which is located near the center of the town.

SECTION THIRTEEN

DEVELOPMENT OF SOUTHWESTERN TOWNSHIPS

Eliphalet Follett, who opened a "house of entertainment" a short distance east of Rutledge, and James Butler, a native of Vermont, were probably the earliest settlers in Conewango. They came to the region in 1817. The widow McGlashen and her four sons came to the region in 1819. One of the sons, Robert, afterwards became the first justice. Several saw and grist mills were operated on Mill Creek and Elm Creek. Conewango saw early activity in dairying, several creameries being operated in the town. The old Chautauqua Road traversed the northern section of the town, and Rutledge, the chief hamlet located entirely in the town, was built along this route. Part of East Randolph and a small section of Conewango Valley also extend into Conewango township.

A post-office was established at Rutledge in 1825. The post-office was called Conewango and it was quite common to hear the village referred to by that name. A library was established in 1824, Conewango thus showing its progressive educational spirit at a much earlier date than its neighboring communities.

The early history of the town of Randolph is featured by the settlement there of a number of pioneers who stayed for a short time and then migrated westward. Among those in this category were Edmund Fuller, who, after living for a time in the West, again returned to this county, settling at Little Valley; Tom Harvey, who purchased Fuller's interests, and the York brothers, Sam and Jerry, the former coming to Randolph in 1821, the latter in 1823. In 1822, H. S. Latham, of Long Island, built the first substantial dwelling in the town, followed in 1823 by the second, built by Benjamin Clarke. Mr. Latham made an unsuccessful attempt to open a tannery. Otis Hitchcock and family were also among the earliest settlers; the eldest of the ten Hitchcock children was fatally injured as a result of a fall from a horse sometime after the family settled in Randolph.

In 1823, Tom Harvey built a saw-mill on the banks of Beetle Run, usually known as "Dry Brook," because of the scarcity of water in its channel during the greater part of the year. This mill ran about twelve years, being discontinued at that time because of the scarcity of water power. Walter Crowley operated a mill which worked a large quantity of pine for a number of years; the maintenance of this industry was suspended by the destruction of the dam from which it derived its power in 1865. After four years it was again put in operation, and after running with water power for a time, steam was made its power of operation. Abram Bush built a mill in 1830, the lumber being floated down the mill race to the Little Conewango. About 1870, En-

field Leach became interested in this enterprise which came to be known as Red Lion Mills. It was located on the south side of Main Street, west of the Weeden Road's point of intersection.

Two villages, East Randolph and Randolph, sprang up in the town. The former was the chief center of industry in the early nineteenth century, having the advantage of the superior water power afforded by Elm Creek and Spring Brook. The village was the center of a general foundry business founded in 1828 by Dozon, Pease & Swan. Elm Creek was the chief source of its power. Hall's Machine Works was also an early product of the community's industrial enterprise. Erastus Hall began operation of a tannery in 1862 which may be considered a successor to Calvin Rumsey's unsuccessful attempt to operate one some time previously. A small part of East Randolph is in the town of Conewango.

The business section of the village of Randolph was centered in the vicinity of Dry Brook in its early history. This stream overflowed its banks so frequently that it was deemed expedient to move the location of the business section eastward, to the angle formed by Main and Jamestown Streets, in about 1835.

Like a few other districts of the county, Randolph was envisioned as the site of a future city, a vision which resulted in a combine formed for the purpose of land speculation. Each member was declared unable to sell without the consent of all members of the combine. It was dissolved by a decision of the County Court in 1849, giving the handicapped village a comparatively late chance at expansion.

The construction of what became A. & G. W. Railroad through Randolph gave it a great industrial advantage over East Randolph, and the latter village declined in importance as Randolph increased. For a time it showed promise of developing into a railroad center, and it seems likely that, had the proposed line of the A. & G. W. from Randolph to Buffalo materialized, this would have resulted. The village became the scene of Gibbs' Handle Factory, a planing mill, and a factory which manufactured dairying utensils. This factory's products won first prize in the exhibit of such utensils at the New York State Fair.

The establishment of Randolph Academy, later known as Chamberlain Institute, gave the village a reputation as an educational center. The community was also a center of archeological research. Dr. Frederick Larkin, of the village, conducted investigations concerning mounds and other pre-historic works in his own community and elsewhere. Similar research was conducted in the vicinity by Dr. Apoleon Cheney.

Sentiment in favor of merging East Randolph with Randolph in one village has failed to develop into an active movement. Technically

existing as two villages, with separate water and fire departments, they can be described as a single community having two origins—one on each side of what might be termed “Educational Plateau,” an imposing elevation noteworthy as the sight of Chamberlain Institute of former days, Randolph Central School of the present.

Philip Tome came from Susquehanna, Pa., to Cold Spring in 1818, and was one of the earliest white settlers in the town. Charles Crook, a veteran of the Revolutionary War, built a mill on Cold Spring Creek. Several saw-mills were located along the creek in time, the early ones being chiefly operated by water power, the later ones by steam. Spring Brook was dammed near East Randolph to furnish power for a saw-mill. The dam in its present form was built shortly before the opening of the present Glover’s mill in 1833. Previous to the construction of the first dam at this point, it appears that the region was occupied by a smaller pond or a swamp. In recent times the pond at East Randolph has been used as a fishing pond, boats being rented to sportsmen.

A fish hatchery, also located near East Randolph, was managed by James Eddy, who had come from Otsego County. By 1868, Mr. Eddy is said to have enlarged the hatchery until it contained sixteen ponds. After Mr. Eddy’s death the hatchery was taken over by a man by name of Annin. The hatchery continued to flourish under Mr. Annin’s management for some years, after which he sold it to the village of East Randolph for water supply. He went to the vicinity of Rochester where he maintained another hatchery. In recent times the East Randolph fish hatchery has been taken over by the state.

A lake of curious and singular nature of about two acres may be found northwest of Steamburg. It is known as Red Pond, a name given to it, according to general impression, because of the cast of the water either in the lake itself or in its outlet, which crosses Route 17 and empties into the Little Conewango. Whatever color the water in the outlet may appear, the water in the pond itself has a black, rather than red, tint.

An old legend, however, gives another explanation for the name of the lake. According to this legend, an Indian youth and a princess whom he courted, plunged to their death by suicide in the weird, black water of this pond after parental objection to their courtship had developed. The pond has been described as “treacherous” by those familiar with it. Certain it is that it reaches an amazing depth, even a few feet from the shore. It is fed from underneath, either by a channel or by springs, and it is said that a current having a suction which will draw a fishing line toward it can be noticed. The lake and the thickets on its shore form a haven for wild ducks. The dense growth of wildwood growing in the marshland along part of the lake shore contributes toward giving the scene a tropical appearance.

A village known as Cold Spring existed near the mouth of Cold Spring Creek in the early nineteenth century. After the A. & G. W. Railroad established a station at Steamburg, the village practically moved to that point. Steamburg was the scene of several saw-mills, most of which were operated by steam. A milk plant was established in 1874.

The earliest settler in Napoli is believed to have been Timothy Butler, who settled a little east of the present Napoli Corners. He later left this region and settled in Virginia. George Hill came to Napoli in 1818, planting the first orchard in the town. Sergeant Morrill and his wife located a short distance southwest of the corners, toward East Randolph. A road from Little Valley into the town of Napoli was cleared by the earliest settlers, and it is quite probable that their communication was with Little Valley rather than East Randolph. It is recorded that "when Mr. Morrill arrived in town, having no team, he obtained the help of eight men and boys a day, who hauled logs with chain and rope and put up the body for a house."

At an early date, John Morrill, son of the above-mentioned pioneer, proceeded to Quaker Run with a mule, carrying three bags of corn. He had the grain ground at the Friends' grist mill and, as darkness overcame him on his homeward journey, he was unable to follow the path and became lost. Young Morrill, apparently having more confidence in the mule's instinct than in his own sense of direction, mounted the beast and arrived home safely late the same night.

A tannery was operated for a time by Nathan Bennett, having been opened in 1821. Napoli, like Leon and Conewango, had an early start in the dairying industry and several cheese factories and creameries were established. The lumbering industry never flourished to any great extent in Napoli. A post-office was established at Owensborough in the northern part of the town in 1825 and one at Napoli Corners in 1827. The corners settlement was the only hamlet of any consequence in the town. It once contained three churches, and was the center of commercial and social life for the surrounding region.

In 1826 a resolution was passed at Napoli that "every person be subject to a fine of \$50 who shall suffer Canada thistles, white or yellow daisies, or tory weeds to grow on his lands, or on the public highways adjoining the same, after three days' notice of their presence." Evidently the time "when the law can stop the blades of grass from growing as they grow" was to come close to being tested in a practical way in Napoli.

In 1807 a few settlers occupied land along Little Valley Creek, among them John Green and Benjamin Chamberlain (the judge's name figured prominently in several townships). Luther Stewart,

William Gillmore, Alpheus Bascom and David Powers came shortly afterwards, the latter operating the first saw-mill. It is said that these settlers left about the time of the War of 1812. Steven Crosby was probably the first permanent settler in the town. Daniel Smead built the first frame dwelling in the town in 1820. Among the saw-mills of steam operation, the one operated by O. and A. Brown was probably the most important. Although destroyed by an explosion in 1872, it was rebuilt, only to be demolished a second time June 5, 1875. Three people, James H. Wiest, David Brown and the four-year-old son of Brown were killed.

Little Valley became an early center of activity in dairying, several cheese factories and creameries flourishing there.

Elkdale, called Little Valley Center in the early days, was once a hamlet of considerable size; three physicians practiced there at one time about 1870. It later declined, and at present it is practically limited to a few houses and a school on Route 18.

The village of Little Valley was an obscure hamlet before the Erie Railroad was constructed. Even after this advantage had come its way, it failed to rank with the county's most bustling villages. Its importance dates from the year 1868, in which year the county offices were moved from Ellicottville to the new county seat. The removal was largely due to the efforts of the town of Little Valley which guaranteed \$10,000 to the county if the county buildings were erected at that village. Another fund of \$30,000 was guaranteed to be at the disposal of the Board of Supervisors for county expenses and improvements if they approved of the new sight. An additional \$5,000 was later appropriated by the town and the desired end was secured. Napoli also extended financial aid to this cause. The court house, erected in 1868, is an edifice of imposing appearance. The jail, located at the rear of the court house, and the county clerk's office were built about the same time.

The removal of the county offices to their new location resulted in Little Valley becoming a thriving center of activity. Several hotels, among them the Rock City Hotel and Hotel Whitney, were constructed or improved, new attorneys located in the village, and merchandise establishments prepared for the extra benefits which would result from their location at the county seat. Two industries of prime importance, Borden's (Klim) Milk Plant, and the Cattaraugus Cutlery Co. located in Little Valley, the latter having a huge warehouse as well as a plant. Little Valley's incorporation took place in 1876. Its limits included a total of 640 acres.

The town of South Valley was considerable of a lumbering region during the greater part of the nineteenth century, and it appears that

this region flourished after most of the other districts in the county had declined. The first settler was probably Ephraim Morrisson, who came to South Valley in 1825. Morrisson kept a tavern at an early date. David Corgill came to the town the same year as Morrisson, later removing to Warren. The Pierce and Bone families figured prominently in the town history, the latter family having its name perpetuated in the name of Bone Run, the present surfaced highway from the river valley toward Frewsburg. It has been said that South Valley was featured by poor highway facilities for many years. William Wyman and Willard Littlefield operated a shingle mill, and another was operated by Mark Murphy.

According to one report, the settlement along the river near the present Onoville, was once known as "Jugville," a name said to have been given to the hamlet because it was customary for woodsmen to take a jug of liquor into the woods from this place. Another report has it that a settlement at or near the same spot was called "Jug Point," due to the fact that raftsmen were accustomed to the accommodation of having a jug hidden on the river bank for their benefit, as it was unlawful to sell liquor on the reservation.

Regardless of the value of these legends, the circumstances surrounding the naming of the hamlet "Onoville," appears to be well authenticated. In the year 1859, a meeting was held in the village at which the subject of a suitable name was discussed. The suggestion of a name by any of the townspeople was almost invariably followed by the exclamation "Oh, no!" It has been said that the name of the township, South Valley, was suggested and met with that response. William C. Weber suggested that, as the words "Ono!" were being used so readily at the meeting, that the village receive its name from that phrase. The suggestion was ratified by the convention and the name "Onoville" resulted.

In November, 1890, Elko was subtracted from South Valley, it being the last town in the county to appear on the scene. The early history of this region is closely bound up with the Friends' efforts in aiding the Indians, a subject previously discussed in this book. Elizi Flagg and Charles Smith settled in Wolf Run, the former coming to Elko in 1831. He operated a shingle mill for a time. Leonard Barton, who came from Chautauqua County in 1838, constructed a saw-mill in the town, which was ready for operation about 1859. A ferry boat was operated across the Allegany at about the sight of the present Quaker Bridge for many years. It had been inaugurated by the Quakers for the material and financial benefits which would accrue to the Indians from it.

It has already been mentioned that the vicinity of Bay State, on the south side of the Allegany River, was a prominent lumbering region at an early date. Darius Frink, who settled in the town of Red

House about 1828, is believed to have been the first permanent white settler. James Rosenberry, who later moved to the vicinity of Salamanca, and Caleb Omens, whose tragic death is related in a further chapter, were among the earliest settlers in the town. About 1860 a bridge was built across the river, but it must have been a primitive affair, for we are told that an effort was made in 1869 to have a bridge constructed jointly by the state and town. This effort was successful, and the bridge which was subsequently built, endured until about 1930 when it was razed due to the construction of the present modern bridge a short distance down stream from the old one. The town's share of the bridge was met by a tax of 7c an acre on land on the south side of the river. The shingle mill, which had flourished in Red House for a time, was destroyed by fire in 1872.

The passage of the A. & G. W. Railroad through the town resulted in a station being established at Red House, although the number of white inhabitants was negligent. Theodore Bristol operated a store near the depot, and in 1871 Burgett Hotel was opened a short distance from the north end of the present bridge. A small settlement could also be found north of the river, it probably dating from the advent of the Pennsylvania Railroad. Another cluster of houses came into being just outside the reservation, it perhaps dating from the rise of the chemical works, the ruins of which were visible until recently.

In the town of Salamanca, James Rosenberry was probably the first permanent settler. William C. Crawford, a river raftsman who is said to have served about forty years as a pilot, also settled in the town. The town became well known as a lumbering region, the hills hereabouts abounding in valuable hemlock. A chair factory existed at Sawmill Run during part of the past century. Hamlets in the town included Bucktooth and Hemlock, both of which later became part of Salamanca. The early history of the city of Salamanca will be discussed in a later chapter.

SECTION FOURTEEN

THE COUNTY'S ROLE IN THE CIVIL WAR

The Civil War resulted in the mobilization of man-power in the northern and southern states more completely than in any previous engagement since the Revolutionary War. As is usual at such times, the outbreak of the call for volunteers was accompanied by a series of patriotic meetings at which oratory flowed and bands "whooped it up." Committees were formed to stimulate volunteering, and it was a common thing for either a town government or a private citizen to offer a cash award to be divided among those first to enlist. Volunteering was usually for a limited period; President Lincoln's first call was for men to enlist for six months service, and it was a common belief among the rank and file of the people that the war would be over by that time. At the end of the enlistment period the volunteers were discharged from service, and it appears that their welcome upon reaching their home town was as complete as if the war were not still raging with the ultimate result uncertain. It is quite likely that some re-enlisted after a rest and perhaps served until the close of the war.

It has been said that nearly 3,500 men from Cattaraugus County saw service in the war. Men from the county are said to have been members of as many as 180 different regiments. Many volunteers went to Buffalo, Elmira, or other points to enlist with regiments from other sections rather than wait for the divisions from Cattaraugus County to form. Soon after the outbreak of hostilities, two companies were formed, many of the members of which had belonged to the old 64th regiment of the militia. These two companies, the Chamberlain Guards, under Luke Harmon, and the Cattaraugus Guards, under William Clarke, proceeded to Elmira in May, 1861. They left Elmira the same month for New York, where they became a part of the 37th Regiment of the New York volunteers. They went from New York to Washington by train in June, and stayed in or around the capitol city until July 21. The regiment moved into Virginia at that time, and the Cattaraugus companies were detached from the 37th Regiment there and joined with another. Members of these two Cattaraugus companies took part in the battles of Fredericksburg and Chancellorsville, in both of which the Confederates, under Lee and Stonewall Jackson, administered defeats to the Union forces. Members of these two companies were mustered out of service June 22, 1863, their term of enlistment having been fulfilled. They were acclaimed as heroes upon reaching their home towns.

The 64th Regiment of New York Volunteers was formed mostly from men from Cattaraugus County. About one hundred from Ran-

dolph met with a similar number from Gowanda at Salamanca, where they proceeded by train to Elmira, which was a focal point for volunteers to meet. Other volunteers from this section followed, and the 64th was known as the Cattaraugus Regiment. It contained, however, a considerable number from other counties, especially Allegany. This regiment was presented with the regimental banner by the county board of supervisors. They were assigned to Howard's Brigade at Clouds' Mills, Virginia, and subsequently took part in the peninsular campaign, also in the battles of Cold Harbor and Fair Oaks. Their ranks had been greatly depleted by casualties, and after the Battle of Fair Oaks they joined forces with the 61st Regiment New York Volunteers. They likewise suffered heavy losses at Antietam, and General McClellan is said to have complimented them in his report of the battle. They also saw service at Fredericksburg, Chancellorsville, Gettysburg and the Wilderness.

In June, 1862, a meeting was held at Mayville, Chautauqua County, for the purpose of forming a regiment from Chautauqua and Cattaraugus Counties. A similar meeting was held in Ellicottville a few days later which was intended to supplement the Mayville meeting. The regiment soon had enough men enrolled, however, without any general aid from Cattaraugus County, so a second regiment was formed, the 154th New York Volunteers, consisting almost entirely of men from Cattaraugus County. At Little Valley, Steven Green offered a resolution, which was subsequently adopted, that "a tax of \$2,000 be levied upon property of the town, and collected, to pay each of the twenty volunteers \$100 bounty." This regiment was completed in September, 1862. Like the other groups mentioned above, they proceeded to Elmira from this section. Men from this regiment took part in the Battles of Chancellorsville, Gettysburg and Lookout Mountain.

The 9th New York Cavalry contained two companies from Cattaraugus County. Citizens from the county likewise took part in several other regiments, the general conscription which was put in force in 1863 resulting in further enlargement of the Union forces.

There appears to have been no general dissatisfaction among the Cattaraugus County citizens over the clause which permitted the "well-to-do" to escape the draft by hiring substitutes, but mention has been made of murmuring by the volunteers over what they believed to be permission of political standing to influence military appointments.

In 1868 a re-union of the county's war veterans was held at Randolph and ten years later a similar meeting was held at Ellicottville at which eight to ten thousand people were estimated to be present.

The organization of the veterans into the Grand Army of the Republic was a slow process, but in the course of time virtually all of the men of the county who had seen active service became members.

One of the lasting benefits of the nation's mobilization of manpower in the Civil War was the growth of familiarity with the game of baseball. The origin of this game seems to be wrapped up in an evolutionary process, and its early history has been a subject of controversy among students of sport, but the efforts of Major Abner Doubleday in the game's behalf in 1839 are generally taken as the beginning of the sport in its modern form. During the periods of training, as well as in times of military inactivity, baseball was played by those already familiar with its points, also by those whose knowledge of it was limited, and its general popularity may be said to date back to that time. After the close of the war, the men who had served were influential in the formation of village teams, and baseball took the prominent place in village and rural life which it has maintained to the present.

SECTION FIFTEEN

SOCIAL AND EDUCATIONAL PROGRESS

The existence of institutions such as taverns, general stores, parish churches, educational institutions and public wards is bound to have a profound influence on the course of society in any community. Nineteenth century Cattaraugus proved to be no exception. In the earliest days of settlement, the public house or tavern was the most influential of these. In many quarters their presence preceded that of a school, a church, or even a store. Travel by boat, on horseback or by stage coach was slow and tiresome, and the friendly hospitality which was usually displayed to travelers at these public houses gave them a chance to secure rest and comfort on their journey. Many day laborers likewise patronized the inns, perhaps working in the mills during the busier part of the lumbering season and aiding the settler clear his newly-purchased holding at some other period of the year. Woodsmen, rivermen and settlers alike, patronized the bar, and from this quarter of the business it seems likely that the greatest amount of revenue was realized. Pay day at the lumber camp or the mills was likely to result in a capacity crowd appearing at the tavern. Much of the time, however, the tavern was a quiet stopping place at which the men of the vicinity discussed the political or economic subjects, either local or national, like the inn described in Goldsmith's *Deserted Village*:

"Where village statesmen talked with looks profound
And news much older than their ale went round."

The number of taverns which were opened during the first half of the nineteenth century would seem to be greater than the county's sparse population would demand, but it is quite likely that many folded up after a short existence.

Another institution of curious and fascinating nature was the general store. The earliest stores were often included in the same building as the proprietor's home. Most of their produce he secured by taking trips to Buffalo or other trade centers and hauling them to his store by wagon and team. As the county grew, more convenient systems of supply were inaugurated. Like the tavern, the store often became a forum at which news was exchanged; it appears to have been noted for this long after the tavern had declined in importance. The general store was usually featured by the presence of a large wood stove near the center or rear of the counting room, around which a group of chairs was arrayed. The "village statesmen" spent much of the time during days of winter at their regular position around the stove. Splinters from the wood box, which was placed conveniently

beside the stove, proved handy instruments with which to light their pipes. At this forum of discussion Whigs and Democrats ironed out their differences in the presence of an audience which might (or might not) dare to interfere in the heated discussion, the prices of various tracts of timber or farm land were discussed or quarreled over, the "ups-and-downs" of the butter and cheese market were analyzed, and the passing of a resident of the community brought forth his eulogy and biography. The result of a presidential or gubernational election was usually unknown for several days or weeks, and this period of suspense was often featured by vague or conflicting rumors. These likewise furnished material for discussion at the general store. Clearly, the forum of the retail establishment played an important part in nineteenth century rural and village life.

It appears that a similar forum for discussion of news existed at the grist mills. It was here that farmers brought their grain by means of teams of horses or oxen, and it has been said that on some spring days as many as fifteen or twenty teams could be seen at the East Randolph Mill, known today as Glover's Mill. Stewart Miller, who wrote a brief history of this old landmark in 1938, says:

"The issues of twenty-six presidential elections have been argued around its doorway. What hidden secrets that doorway carries! For years before the telegraph, telephone, or daily paper were known, it was a natural meeting place where news covering local, state and national life was discussed."

Mr. Miller also has mentioned that Abraham Lincoln's assassination was the subject of conversation by the saddened citizens on one spring day at the mill.

Church services were slow at making headway in southwestern New York in its early days. A saying was in vogue at one time that the Sabbath did not extend beyond the Genesee River. This condition prevailed for many years in spite of the fact that the Holland Land Co. was willing to donate land for church usage, also the fact that several proprietors showed their willingness to extend financial aid toward the erection of church edifices.

Religious meetings were sometimes held in private houses, barns or other convenient places. In the course of time, however, frame church buildings made their way throughout the county.

It was not unheard of for a neighborhood to organize a parish and vote on the denomination with which it was to affiliate. Such a course was followed by the Congregational Church of Otto, which chose that denomination in preference to Presbyterianism. The two denominations were closely associated and, according to one report, regarded as almost identical.

Another practice followed was the building of a "union church" which would be placed at the disposal of various denominations. Such

a procedure was followed in Steamburg, and an event which preceded the erection of this edifice was one which had at least some influence on its future.

The axe-murder of Caleb Omens by his step-son took place in Steamburg while a New Year's dance was in progress, celebrating the arrival of the year 1872. The trial, at which the defendant was represented by P. O. Bock, a Buffalo attorney, resulted in the step-son's sentence to state prison, from which he was pardoned after a few years. The consensus of opinion in the village was that other members of the family had lent moral support to the crime.

Several years after the Omens' tragedy, citizens of Steamburg organized for the purpose of building a union church. The lot on which the murder had taken place happened to be selected for the building. After its completion, some of the residents of the village refused to attend service there, "apparently believing some dire evil might result should they pass over a spot which had been dyed with human blood."

The Methodist Episcopal Church had a following in practically every section of the county, and in several communities it was the earliest on the scene. Benjamin Chamberlain was a zealous follower of this denomination, his financial endowments aiding in spreading its influence.

There were eighteen congregations of the M. E. Church in 1855; twenty years later the number had increased to thirty. The census of 1855 listed only two sects, Methodists and Baptists, with a regular attendance of over one thousand.

Presbyterianism was represented largely in the northeastern section, especially in Lyndon and Freedom.

The Episcopal Church appears to have risen in numerical strength in the latter part of the century, it not being listed among the leading sects in 1855.

The United Brethern Church likewise appears to have risen at a later period, it having only a few members in 1855.

The coming of the German settlers to the country was accompanied by the rise of the Lutheran faith in those sections, notably in Allegany, Otto, East Otto and Little Valley.

A wave of "Modern Spiritualism" was felt in the county about the middle of the century, resulting in several prominent citizens abandoning their denominations in favor of this movement.

Mormonism gained a number of converts in this section, among them James Strang, of Randolph, who established a colony on Beaver Island in Lake Michigan. He was proclaimed "king" of that Island by his followers.

At one of the early church gatherings held in Great Valley, John Green attended wearing tattered clothes, having neglected to arrange

his hair or beard, and having the appearance of a woodsman finishing his daily tasks. The minister, being unfamiliar with Mr. Green, mistook him for one of the Indians. He proceeded to offer thanks to the Lord for having directed one of the heathens into the service.

The settlements made by the Irish in the town of Ellicottville and elsewhere was the beginning of the rise of the Catholic Church to a place of prominence in the county. Many of the German settlers were also Catholics, especially about the villages of Allegany, West Valley and Cattaraugus. By 1875 the Catholic Church was the largest single denomination in the county.

Nicholas Devereux was instrumental in bringing the Franciscans to the county to aid in administering to the scattered Catholic population. The Franciscans had been organized by St. Francis of Assisi during the early thirteenth century, and had played an important role in the promotion of education and civilization throughout the world. The old missions of California, the stately remains of which have been an inspiration to song and verse, stand as monuments to the zeal of the Franciscans in their efforts at bringing Christianity and civilization to the Indians. Devereux saw that if the Franciscans could be brought to this section, his dream of a great educational center at Allegany might be fulfilled. The labors of these Friars were in great demand, and it was only after a considerable amount of effort that Devereux was successful in his plea. In 1855 the first members of this order came to the county, consisting of four priests and one lay brother. Arrangements for the monastery at Allegany had not been completed, and the Franciscans were established at Ellicottville. The contempt with which some of the people held them upon their arrival is said to have changed to admiration and respect in a short time.

About three years after their arrival, the Franciscans were established in Allegany, where a large building was being erected as their monastery. Four more priests came to Allegany a few years later, and the Franciscans administered at various times to Catholic Churches in Ellicottville, Jamestown, Allegany, Olean, Humphrey, Chipmunk, Randolph, Onoville and Cuba.

The estate on which Devereux had established the Franciscans consisted of about two hundred acres of bottom land on the north side of the Allegany River. Its location was ideal for an educational center, since Allegany was traversed by the Erie Railroad and communication with Buffalo, Rochester and other points would soon be made available through the lines which, in the course of time, were to be merged into the Pennsylvania Railroad.

Nicholas Devereux saw the dream he had so long cherished being slowly fulfilled. He died several months before the institution was dedicated, which dedication took place October 4, 1858. The college was opened in 1859 with an enrollment of fifteen students. Father

Pamphilius was first president of the college, the enrollment of which grew to sixty in four years. The monastery and college had been housed in a single building until 1862, when a second brick building was erected. This second building was enlarged in 1867 and was used as a monastery, the number of priests having increased considerably. The first building was now available as a college building exclusively.

Educational institutions for young men had a difficult time surviving the Civil War. St. Bonaventure College was no exception. The number of students who found it necessary to leave college because of financial conditions at home was considerable, but the college survived this trying period in which other similar institutions folded up. Having survived it, the college and seminary gradually grew into the influential institution which has held so prominent a place among western New York educational and ecclesiastical centers.

The necessity of the Franciscans administering to distant parishes disappeared in the course of time, as the number of secular priests became greater. The Franciscans were available, however, when called upon by the parish priests for assistance. The Catholic population increased considerably in Olean and Salamanca as those communities grew into flourishing industrial centers.

In 1812 the public schools of the state were placed under the supervision of a state superintendent, the first of whom was Gideon Hawley. Fifty thousand dollars were appropriated annually by the state to be divided among the local communities, each of which was expected to raise an equal or greater amount by local taxation.

Schools made their way into the county as rapidly as could be expected, considering the isolation of many of the settlements. In the chronicles which described the earlier history of the various townships, reference is frequently made to a school being maintained in the summer. From this it would appear that teachers sometimes made use of their summer vacation by teaching for a few weeks in the isolated regions, like the pipe-line walker who spends his holiday by taking a hike which, as it turns out, follows the pipe-line rather closely.

In the southern part of the town of Farmersville a conflict of opinion as to what color of paint should be placed on the district school-house resulted in an arrangement which was both novel and quaint. Red, a favorite color of school-houses in the early days, was favored by some; white, perhaps considered more modern, was favored by others. Reports based on tradition and legend regarding this affair are somewhat conflicting, but it seems probable that the school trustee, Richard Robbins, made arrangements to have the school painted like a checker-board, the squares alternating between red and white, as a compromise between the struggling factions.



The Checkered Schoolhouse on Route 98,
Northeast of Franklinville

However, it appears that even this arrangement, while apparently a reasonable settlement of the dispute, did not meet with the approval of all, for a short time after the compromise, when the checkered school was destroyed by fire, suspicion seems to have existed that the blaze was the result of dissatisfaction with the checkered arrangement. The school was re-built in 1841.

One report states that the construction of the 1841 building was accomplished by a group of people from the neighborhood assembling by moonlight and "by vigorous and united effort" putting up the building in a single night. It is, however, difficult to believe that this neat frame structure which has now stood for a century was the result of such crude and hasty construction. What may have happened is that the tradition diverts from the original facts on this point, and that the painting of the school, not its actual construction, was accomplished at the moonlight escapade. It is quite likely that the novelty and fairness of the checkered arrangement appealed to a majority of the people, and a reproduction of this style may have been attempted by night in order to ward off the extremists who would paint it a solid color, like any other school-house. The checkered style endured for many years, but in more recent times, perhaps around 1908 or 1910, it was abandoned and white was made its color. People who were sentimentally attached to the school, however, gave financial assistance toward restoring the old checkered style, and the all-white arrangement proved to be short-lived. The checkered style has endured since that time.

While investigating traditions concerning the checkered school-house, the writer, after interviewing a number of people both in that neighborhood and elsewhere, discovered that knowledge concerning the exact course of events had become rather vague, only a belief that the arrangement was a compromise being commonly held. The neighborhood displays certain quaint features, among them the Colonial custom of hanging a gun on the wall of the home.

School meetings, at which the election of a trustee took place, as well as "such other business as may properly come before the meeting," were often noisy, demonstrative affairs. The election of the trustee sometimes practically amounted to the election of the teacher, it being assumed in some cases that the successful candidate would install his daughter or niece in the position. The contract for furnishing the school with wood also brought out keen competition. More than one district school meeting came close to the riot stage. The benefit of this spirited custom was the tendency of the taxpayers to interest themselves in the community's welfare, the school thus giving themselves, in addition to their children, the benefits of education.

In days when recreation was less available than at present, the school entertainment was an event of considerable attraction. At

Christmas celebrations, school-closing, or at various other times during the year, it was customary for people of the district, as well as interested parties from other communities, to assemble at the school-house to hear the pupils recite or sing selections which were the climax of a long period of preparation.

Tiny tots from the beginners' class occasionally added extra drama to their recitation by making a slip from the lines of their verse, then vigorously stomping on the floor and shaking their heads as if to cancel the mis-applied words.

A rural school at Fancy Tract, in the northeastern corner of Ellicottville was the scene of one of these entertainments, which was attended by people of the community, many of whom were of Irish extraction. Catherine Ward, one of the pupils, was reciting a verse, one of the lines of which contained the exclamation:

"I'm nervous, dear I'm nervous!"

The young speaker must have put considerable expression into her verse and accompanied it with gestures of emotion, for at this point she was interrupted by one of the good ladies of the community, Mrs. Will Owens, whose heart went out in sympathy to what she believed to be the plight of the speaker. "Now don't be nervous, dear, shure there's nobody here except a few of the neighbors," was the well-meant advice of the guest.

In the northwestern corner of Humphrey township, at Sugar-town, trouble developed between students and teachers on one occasion and the teacher was "thrown out" of the institution of learning by some of his rebellious students. Strained relations between students and teachers, however, were the exception rather than the rule. It has been stated, in describing a school taught about 1830 by Francis Bullitt, that "the school was made up largely of nearly full-grown boys and girls, and one of the prime amusements was blind-man's bluff."

The first movement toward the establishment of the Randolph Home for Homeless and Dependent Children was made by Rev. Charles Strong, a chaplain at Sing Sing Prison. He had observed the fact that many convicts were the result of having been left orphans in childhood, and he resolved to found an institution in some village or rural community for the welfare of dependent children. On September 29, 1877, Rev. Strong took two unfortunates into his own home, thus giving practical form to his ideal. Subscriptions were solicited and received, and in a short time suitable buildings were erected, the institution being located a short distance east of Chamberlain Institute. In 1880, while the "home" was still in its infancy, fire ravaged the buildings and the institution was discontinued. It was re-opened May 1, 1882, largely through the aid of Charles Merrill of Randolph. In 1892 the Randolph Home housed one hundred and

fifteen children, most of whom were between the ages of five and ten.

In 1848 citizens from Randolph and vicinity formed an organization called the Randolph Academy Association, its purpose being the establishment of an institution of higher learning in that community. A pamphlet issued in recent times by the Randolph Register describes the opening of the academy as follows:

“Funds were to be raised to erect a building by the sale of shares of stock at twenty-five dollars each. To promote the idea it was decided to hold a Fourth of July celebration on this hill (the sight of the present central school) in 1849. This was good psychology, for Independence Day with a celebration in those days meant oratory. The blending of patriotism and higher education for American youth could very well be inspiring on such an occasion. A most enthusiastic response was given to the call. Large numbers were present; speeches were made; dinners were spread in the groves of maples and pines; plans were discussed; subscriptions were offered and the best of feeling prevailed.”

The Randolph Academy was chartered by the Board of Regents of New York State on January 24, 1851. The first term had opened in August of the previous year, one hundred and eighty-four students enrolling. Provision was made for both day students and boarding students. The progress made by the academy was in a measure due to the capable administration of Prof. Samuel G. Love. Mr. Love became the first principal, a position he held for three years. After his resignation the academy fell into a temporary period of decline, and in 1859 he was recalled to the principalship, after which the spirit and enthusiasm of the school was revived. He held the principalship until 1864.

In 1866 Judge Benjamin Chamberlain donated \$50,000 to the academy, under the conditions that twenty more acres of ground be purchased, the name to be changed to Chamberlain Institute, and the Erie Conference of the M. E. Church be given permanent right to appoint the school trustees. These conditions were complied with, and a new boarding hall, the object in Judge Chamberlain's mind at making the gift, was soon erected.

The new building was destroyed by fire in 1872, but was immediately replaced. Another fire occurred at the institute in 1895 at which the chapel, together with a frame building which had stood since the school was opened, were destroyed. Two large oil paintings of Judge and Mrs. Chamberlain, which had been prominently displayed in the chapel for many years, were preserved from the flames, only to be destroyed in another fire. The pictures were stored in a small shack near Jamestown Street and went up in flames when fire destroyed that building at a later date.

Dr. James T. Edwards was principal of the institution for twenty-two years. Dr. Edwards had come from Rhode Island, where he had been a member of the State Senate, to become head of Chamberlain Institute in 1870.

The institute offered courses in science, literature, music and commercial subjects, also a teacher's training course.

In 1859 ground was broken for St. Elizabeth's Academy, a boarding school for girls, which in the course of time offered courses in literature and music, as well as commercial subjects. The academy, located at the outskirts of the village of Allegany, was opened in 1865 with an enrollment of eight boarding students. It was conducted by the Sisters of St. Francis of Assisi, being the general headquarters of one branch of this order.

Ten Broeck Academy, an institution specializing in classical and modern languages, was incorporated April 19, 1862. Peter Ten Broeck of Franklinville endowed the academy and support came from the state as well as from tuition paid by its students. The building, located on a large campus toward the outskirts of Franklinville, cost approximately \$21,000. It was built in 1867 and opened in December of that year. William Benson, A.M., was the first principal. The first graduation took place in June 1870.

The stage coach, although an institution of limited importance because of the scarcity of durable roads in the early days and the ever-present disadvantage of limited capacity, served a useful purpose during the era which preceded the railroads. The best known stage coach route in the county was the Olean-Buffalo route.

Stage Coach Stops, as the stations along the route were known, became centers of importance around the time of the coach's arrival. They were usually little different from ordinary taverns.

The coming of the railroads brought another social center of interest: the passenger station or depot. Every village of importance and in some cases even tiny settlements, such as Red House and Markham, saw substantial buildings erected for the accommodation of passengers and freight. It often came about that people of a town or community raised or appropriated sums for the railroad station's construction.

Many occasions which brought forth a display of emotion were associated with the railroad station. It was here that residents came to greet relatives or other guests, or for some personage of local prominence to return to the village; likewise it was the final point of separation for the departure of those who were leaving the community: the departing student leaving for the beginning of his higher education, and the youth departing from the "old home town" with the utmost confidence in his ability to "set the world afire." It was customary in many of the smaller communities for a large element of

the population to go to the depot to "meet the train," their chief means of communication with the outside world.

S. G. Richards, in commenting on railroad stations in the early days, has emphasized the importance of the social side of this subject:

"As the train came within the range of vision and the screaming of the whistle became louder and louder with the crossing of each public highway, and the circles of smoke from the ponderous engine mounted higher and higher in their winding and circling course till at last they disappeared in the blue of the upper air, and the resounding tones of the ringing bell filled their souls with happiness, the villagers stood in omnious silence while the magnetic messenger they had come to greet rolled thrillingly in on the main track and stopped in its usual place with the car steps opposite the depot door."

"Now all the turmoil for a time; local personages returning from trips abroad, perhaps to the county-seat or even the state capital, were greeted in the cordial fashion known only to the rustic population and friendly neighbors of the time; the usual number of traveling salesmen carrying their massive cases of samples to exhibit and perhaps to sell to the village merchants; a company of visitors, or a troupe of players for the local opera, all came hurrying off the train, straining their eyes to catch a glimpse of those expected to meet them there. They were not often disappointed for usually everyone in town was at the depot when the passenger train came in."

"When the unloading act was over, the clarion call of the conductor 'All aboard,' set the crowd again into motion, but in the 'getting on' direction. The friendly, joyous greeting gave way to the farewells and good-byes of those departing."

The first movement toward a county home for the poor dates from a resolution passed by the Board of Supervisors in 1833, by which a committee was appointed to locate a suitable sight. The committee chose a parcel of land owned by Willard Jefferson, and the county subsequently purchased two hundred acres from Jefferson for \$3,000. This land was located in the town of Machias adjacent to the shore of Lime Lake. The institution began in 1835, a man by the name of Farley from Conewango being the first keeper. In 1835, over forty inmates were cared for, and during that year two were "bound out." The building was destroyed by fire in 1846 but was soon rebuilt. Both paupers and insane people were housed at the institution.

A committee from the state senate investigating such institutions severely criticized the manner in which the Machias home was being conducted. This committee, which made its report June 9, 1857, reprimanded the management, claiming that "the poor, especially the insane, are illy cared for." It mentioned in detail its observations which alleged that filthy, unhealthy surroundings were found.

Likewise it criticized the policy of housing insane at the home who it believed should be confined to state institutions at which their mental health would have a better chance of being restored. It appears that the management followed the recommendations of the committee.

The farm which the home occupied was productive and lessened the burden of expense to the county; however, the institution fell far short of being self-supporting.

Amateur theatrical performances were occasionally staged under the auspices of some religious or educational group. A dramatic club of St. Bonaventure College staged an annual St. Patrick's Day program at Marin's Hall in Olean which was an event of considerable attraction. "A drama, lecture, minstrel troupe and funny after-piece composed the entertainment."

Professional performances took place at the opera houses in Olean, Salamanca, Randolph, Franklinville and other villages possessing facilities. The arrival of minstrel troupes and companies of professional actors brought considerable delight to the villagers, and the enactment of a play such as "Uncle Tom's Cabin" was likely to be an occasion long to be remembered. The play, "Ten Nights in a Bar-room," was enacted in the basement of a church in Lyndon, "greatly to the delight of the liberals, but frowned upon by the conservatives."

While the era of the opera house and of traveling minstrel troupes was at its height, entertainment was sometimes sponsored and enacted by local organizations of firemen. The Abbott Hose Co. of Salamanca was perhaps the most celebrated of these. The Abbott organization sponsored dramas and minstrels featuring local talent, also charity bazaars and performances for the promotion of community welfare. The Salamanca hospital, incorporated in 1897, owes considerable of its origin to the success of this organization's activities.

Hose-cart races, in which teams of sprinters competed in the technique of connecting and laying fire-hoses in races of various lengths, formed a colorful part of the entertainment of the day.

On the Fourth of July, 1895, at Cory, Pa., the team of the Abbott Hose Co., in competition with the Hunter Hose Co. of Union City, and the Butler Hose Co. of Butler, equaled the world's record of thirty-five seconds on the 250-yard race.

At another race held at Dunkirk, the Abbotts, this time competing against the teams from Olean, Jamestown, and Bradford, set a new world's record in the 200-yard event. Mark Hubbel was the manager and J. E. Slemens captain of this celebrated aggregation. Frank McFall, Fred Little, Tony Maroney, E. E. Abbott, John and William Metzler, William Thompson and a number of others were members of this team.

The first newspapers published in the county was the Allegany Mercury, published in Olean by Benjamin Smeat. Later the name was changed to the Hamilton Recorder. The Western Courier, published in Ellicottville, and the Lodi Pioneer and Messenger were also early on the scene. The latter was the earliest of several papers published in Gowanda: the Phoenix, the Recorder and the Chronicle also were published in that community. In 1845 the Randolph Harrold began publication, its first editor being James Strang, the adventurer whose religious and quasi-political career has already been mentioned. The Neosophoc Gem, a sheet of pamphlet-like appearance featuring literary discussion, made appearance at Randolph in 1848.

Newspapers in the earlier days differed from those of today in the manner of presenting the headings and news. Death notices or mention of accidents and catastrophes commonly brought out a feeling of sympathy, such as the following headings which appeared in the Cattaraugus Press (published at Delevan).:

“Gone Home; An esteemed pioneer lays off this mortal habitment.” and

“Daniel Knight gives up the ghost—instant death by lightning.”

The anti-slavery reform movement also was manifest in the county. At Olean, a station of the “underground railroad”—a figurative term used to describe the system of aiding slaves to escape from their masters—was located. Katherine Eaton Bradley, of Olean, describes this as follows:

“There was a station at Olean of the Underground Railway, which was in operation previous to the Civil War. At this station, fathered by Lambert Whitney, a daughter of the old school, run-away Negro slaves who were fleeing to Canada were cared for as they passed through, and given directions for their next stopping place. Their flight was at night and they followed the north star. Aunt Sarah Johnson, when a young girl, was the first escaped slave to locate here permanently.”

In the early days of settlement spirituous liquors played a prominent part in rural life in this county and elsewhere. Barn raisings, husking bees and quilting parties often became gatherings at which the partaking of beverages produced its hilarious effects.

Distilleries, located in several townships, became a scene of seasonal activity; farmers came hither with wagon loads of grain and returned with barrels of whiskey. The prominent place that the tavern held in society has already been mentioned.

As might be expected, these practices produced a reaction. It took the form of a temperance movement, beginning about the middle of the century, which served as a foundation for the spread of the prohibition movement which came at a later date. The first indication of a

temperance organization was that formed in Farmersville in the winter of 1829-30, and consisted of about thirty members.

The same neighborhood became the place of origin of another society, known as the Rummies, the members of which pledged themselves "not to thicken the tongue, interfere with the walk, or in any way disguise themselves." Levi Peet, a hotel proprietor who maintained a bar, discontinued this form of business and became a temperance advocate. Peter Ten Broeck of Franklinville was also an influential figure in this movement.

In 1874 an association of women bent on using their influence toward social reform was organized in Cleveland. The Women's Christian Temperance Union grew into a thriving and militant group under the leadership of Frances E. Willard and others. Chapters were organized in all sections of Cattaraugus County, and to their zeal the spread of the prohibition movement was largely due.

Mathias Mosman of Humphrey was one of the ten men who jointly organized the Prohibition party. This party never gained any numerical strength hereabouts, however, and the promoters of the prohibition movement carried on the ideals of this party without becoming members.

The policy of Joseph Plumb in placing a clause in the deeds of parcels of land sold in the village of Cattaraugus, likewise that of Mr. Boardman in placing a similar restriction on land sold in Boardmanville may be considered an early phase of the prohibition movement.

Fairs, originally institutions at which agricultural produce and live stock were placed on display on a competitive basis, supplemented by entertainment of which horse racing was the most noteworthy, were established at various times in Ellicottville, Olean, Franklinville, Little Valley, Randolph and other places. On November 11, 1841, the Cattaraugus County Agricultural Society was formed as the result of a meeting held at the Ellicottville Court House. Peter Ten Broeck of Franklinville was first president of this society, which sponsored a county fair annually. Its first location was Ellicottville, the ground now occupied by the annual Old Home Week celebration being used for the outdoor features while the Court House itself was used for display of produce. As there is no indication of a race track in the vicinity of Ellicottville it seems likely that this form of entertainment did not feature the county fair at that time.

In 1852 the society held its exposition in Otto, where use of the fair grounds was donated without cost. It remained at Otto for only one year, however, possibly because its location was not deemed satisfactory as to distance from all points. It must be remembered that travel at that time was a slow process, often featured by difficulties, also that the farmers' chores must be performed on schedule, as a

herd of dairy cattle makes no allowance whatever for holidays or entertainments. Even today, after automobiles and improved highways have given the farmer tremendous social and economic advantage over the agriculturalist of yesterday, attempts at attending funerals, church services, sports events and moving pictures often make difficult problems for the dairyman to manage.

The county fair was held at the Randolph fair grounds in 1853, Asahel Crowley of that village being president of the agricultural society at that time.

The following year it was held at Little Valley for the first time, under the administration of Horace Howe. At the 1854 fair Horace Greely, founder of the New York Tribune and later a candidate for the presidency, was the chief speaker.

In April, 1855, the society which had been re-organized the previous year, leased ten acres between Eighth and Ninth Streets in Little Valley for a period of ten years. At the end of the ten year period the society bought this property, although the fair was located at Olean in both 1862 and 1863. It was held in Little Valley during the years 1864 and 1865, only to return to Olean for the 1866 fair. Little Valley was the sight of the fair until 1877, in which year, as well as the two subsequent ones, it was held in Randolph.

In 1875 the grounds which had been purchased at Little Valley in 1865 was traded to John Manley for the grounds which the present fair occupies. This sight was early known as Beechwood Park, and it came about that suitable buildings, as well as a half mile race track and two grand stands, were constructed.

In addition to the county fair, others took place in various villages which, although perhaps not having the backing that the county fair possessed, nevertheless served to play a prominent role in the community's life.

SECTION SIXTEEN

THE RISE OF INDUSTRIAL AND URBAN LIFE

The American Republic began its career as primarily an agricultural nation. From the time the first permanent settlements in Virginia and New England the colonists supported themselves chiefly as tillers of the soil, either in small free-holdings in the case of the northern colonies or in huge plantations in the colonies of the South. Even after the Revolutionary War agriculture was looked upon as the backbone of the nation. Jefferson in particular was convinced that the future prosperity of the new nation was wrapped up in the successful cultivation of the soil.

The "Industrial Revolution," a term applied to a series of inventions and of radical changes in production and systems of transportation, originated in Great Britain in the last quarter of the eighteenth century; the movement began to assert itself in America after the close of the War of 1812. The general tendency was to concentrate production in certain centers which had superior resources in water power, labor supply, or avenue of commerce. The mills and factories which sprang up in these centers thus became the backbone of communities which rapidly grew from villages or small cities into great and populous industrial centers. Thus it came about that the America which Jefferson had envisioned: a land supported by agriculture balanced by a few of the more necessary forms of small-scale manufacturing, was put in the background by industrial America with its circuit of manufacturing centers, concentrated in the East but also represented in the middle West, and in time even in the South.

One of the features of the Industrial Revolution was the promotion of systems of inland transportation. A wave of canal building was ushered in during the early nineteenth century. Canals were built between natural bodies of water, the commercial value of which was often overestimated. Railroads, coming on the scene in America about the middle of the century, rivaled and in time surpassed the canals in importance.

In Cattaraugus County the effects of the Industrial Revolution had a certain resemblance to its effects in the nation as a whole. The county had been opened up largely by the lumbering interests, supplemented by small-scale dairying, the latter rising in importance in about the same general scale that the former declined. Before dairying had definitely supplanted lumbering as the major occupation of the county, certain effects of the rise of industrial life began to be felt. Two forms of inland commerce, canals and railroads, left their imprint on the county's records.

We have seen how the founders of Olean had begun their settlement cherishing hopes that the village would rise to the position of an important link between the East and mid-West, how it appeared for a time that this surmise was being fulfilled, and how after the completion of the Erie Canal in 1825 commerce on the Allegany River declined, bringing with its decline a slump in the growth and prosperity of Olean.

The first revival of business after this slump was the result of the completion of the Genessee Valley Canal. As early as the days when the Erie Canal was being proposed, a branch was suggested which would link the Erie Canal with the Allegany. Governor De Witt Clinton called attention to the advantages he believed would result from such a channel. In 1825 the state engineer conducted a preliminary survey of the proposed route, and nine years later a bill passed the legislature authorizing the commissioners of the project to draw two million dollars on the state's credit toward the canal's construction. The rallying of public support for the canal was largely due to the efforts of John Griffin, later a state senator, who published a pamphlet in behalf of the enterprise. It appears that the early plans called for the construction of a lake of about 550 acres, to be the result of Ischua Creek being dammed a little south of the village of Ischua. The 1839 map of the county actually indicates this lake as if it were already completed, but inquiry among the inhabitants of that community fails to reveal any tradition of a body of water of such a huge area, although it appears that a small feeder was built near this point. It is quite possible that the construction of Cuba Lake supplanted the proposed Ischua Dam.

Several other changes were made in the general plan, and the result of these departures was an increase in the estimated cost of the project, which was placed at nearly four million dollars. By 1840 one section of the canal, from Rochester along the Genessee to Mt. Morris, was completed. However, a change of administration in the state government resulted in construction being suspended, and it appeared for a time that the entire project would be abandoned. Work was resumed, however, and the canal was opened as far south as Ormeal in 1851. By 1853 it was extended to Belfast, and was completed to Olean in 1856. Shortly afterwards the canal was extended along the Allegany to Mill Grove, a short distance south of Portville.

Nicholas Devereux endeavored to persuade those planning the canal's route to construct either the main channel itself or a branch thereof to "Allegany City." In this effort he pointed out that a strip of low land, possibly the bed of Olean Creek at one time, reached from the vicinity of that stream toward the river at his "city," which could be altered into a canal bed. His plea was unsuccessful.

The canal followed a route close to Oil and Olean Creeks after reaching this county, crossing the latter stream twice inside the present city boundaries. It crossed to the west side of the creek near the present Main St. bridge and recrossed to the eastern side near Bradner Stadium. It followed the northern bank of the river to Millgrove. Two large three-story warehouses, one at Hinsdale and a second at Olean between the two creek crossings, were used to store goods awaiting transportation.

After its completion to Ormeal, passenger service from that village to Mt. Morris and return was initiated. The passenger boat, known as the "Frances," gave service of this kind only for a short time; there is no record of any other attempt at regular transportation of passengers.

The completion of the canal to Olean saw huge piles of lumber and produce on its banks awaiting shipment. For a time Olean saw its old position as a shipping point revived. Pine and hemlock lumber of the Allegany River region were shipped over the canal to Rochester, there to be transported by the Erie Canal to other points. Bales of shingles were also among the canal's articles of transportation. On return voyages the canal boats transported various items of commerce, especially salt from the central part of the state.

This commerce, while instigating a temporary revival of Olean's position as a shipping center, nevertheless failed to come up to the expectations of those who promoted it. Twenty-two years after its opening, the canal was abandoned, along with several other small canals. The abandonment order, in 1878, provided that the canal beds might be disposed of to railroads. The Rochester branch of the Pennsylvania Railroad follows the old canal bed part of the distance.

Two major results may be considered as resulting from the Genesee Valley project. The first is the stimulus it gave to the already growing dairying industry by giving the landholders an additional outlet for their lumber. The more valuable portions of the cleared land was thus made available for pasturage and cultivation. The second result was the aid it gave to seekers of recreation and outdoor life by the storage reservoir which was built north of Cuba.

Cuba Lake became known in time as one of the outstanding summer resorts of western New York, and proved a valuable holiday and recreational spot, especially to the people of Olean.

The construction of the Genesee Valley Canal lent encouragement to a movement for improving navigation on the Allegany River. On May 1, 1859, the "Allegany Slack-water Navigation Co." was incorporated, its stated object being to improve the Allegany by means of locks and dams. Authority was given the company to construct and maintain slack-water navigation from Olean to the state line. Another

similar corporation, the "Allegany Slack-water Improving Co.," was later chartered. Commerce on the river, however, failed to grow into the thriving industry some had envisioned.

Mill dams were considered an impediment to navigation on the river, and were denounced at a "river convention" held at Ellicottville. The decision in the Hemlock Mills case, handed down in 1843, was that the Hemlock dam, at Salamanca, was an aid, rather than a hinderance, to navigation.

Railroads began to come upon the scene in America around 1830, the first regular line being the Baltimore & Ohio, opened about that time. Soon afterwards, sentiment developed in favor of connecting the Atlantic coast with Lake Erie by railroad. It was proposed that the state of New York should build and operate the line in something the same maner that the Erie Canal had been opened. This sentiment appears to have influenced the charter granted to the "New York & Erie Railroad Co." on April 24, 1832 by which the state reserved the right to take the line for public use, on paying for its construction plus 14% interest. This right could be exercised only within a five-year period, beginning ten years after the charter was granted. The railroad company was authorized to transport by "the power or force of steam, of animals, or of any mechanical or other power, or any combination of them, for the term of fifty years." It was also provided that operations must begin within four years, and the line must be finished within twenty years.

The company was beset with financial difficulties from the start. It was looked upon by some as a visionary enterprise and unsafe for investment. In 1836 an act was passed granting state aid to the extent of three million dollars. Even this grant was not sufficient to overcome the tide of financial distress, which overcame the company the following year. The company was re-organized, however, and construction continued.

The stretch between Deposit and Calicoon was the first part of the line to be built. The company was beset with the problem of finding the most desirable route in several places, and this problem was made more complicated by the ambitions of certain communities. Buffalo made an early effort to secure the western terminal, and it seems likely that acceptance of this proposal might have meant that the line would follow the Hudson River and Erie Canal instead of the southern tier counties. The state aid which was granted in 1836, however, specifically provided that the line should pass through the southern tier. Silas Seymour, the company's representative, reported that the original route from Salamanca to Dunkirk should be altered. The original plan called for the line to follow the Allegany to the vicinity of Cold Spring Creek, then to proceed through Randolph to the Conewango Creek, following this stream northward into Chautauqua County.

Seymour's recommendation called for the line to follow Little Valley Creek, thence to proceed over Dayton Summit into Chautauqua County. This proposal aroused the ire of citizens along the first mentioned route and a committee was chosen to appeal to the company's representatives. The company appointed McRae Swift to definitely settle the issue. After investigating the two proposals, Swift decided in favor of the Little Valley Creek route, and the line was accordingly built along that course.

The Erie Railroad, connecting the Atlantic coast at Jersey City with Lake Erie at Dunkirk, was completed in 1851, having the largest mileage of any railroad operating under one charter. On April 22, 1851, the directors of the road made an excursion in a special train to Dunkirk, and the enthusiasm of these officials is portrayed by Ellis as follows:

"At Dunkirk they came in view of Lake Erie lying before them and extending as far as the eye can reach. As the party caught its first glimpse of the lake, three hearty cheers broke from directors, engineer, conductor and entire company of guests."

Less than a month after this excursion, another special train carried citizens of far greater prominence than mere railroad directors. President Millard Fillmore and the members of his cabinet, including Daniel Webster, also Governor Washington Hunt of the Empire State, were aboard this train. Its passage along the line called for a general holiday celebration. Cannons were fired, bells were pealed, and the population swarmed to the railroad line anxious for a glimpse at the government officials.

As the train stopped at Cuba, the populace demanded that the nation's chief executive and, perhaps more important still, the one and only Daniel Webster, should make speeches. It was announced by one of the officials that no speech would be forthcoming, and that the train must proceed toward Dunkirk. At this point a group of Irish section-hands, most of whom occupied "railroad shanties" along the track near Cuba, proceeded to settle the issue in a manner all their own. Several piles of railroad ties had been stored along the tracks at that point, and the Irish seized a satisfactory number of these and placed a large pile of them diagonally across the tracks in front of the engine, their spokesman announcing that their removal would take place only after Millard Fillmore and Daniel Webster had been heard. The procedure succeeded in its purpose, and President Fillmore's address, followed by an enthusiastic burst of eloquence by Webster, gave the Cubans a holiday long to be remembered. The removal of the ties took place and the train proceeded.

At Salamanca the great Webster is said to have gone into an open car in order to secure a better view of the remainder of the trip.

The journey of the government officials to Dunkirk was truly a holiday excursion and, like many celebrations, it was destined to be marred by tragedy. The catastrophe at Dayton can perhaps best be described by quoting from the Cattaraugus Times (published at Gowanda) of May 15, 1851:

"We have just returned from the railroad gathering at Dayton Summit to greet the passing of the train with Millard Fillmore, Mr. Webster and the other officials of the government. There was a joyous gathering of the citizens and all went happy till the arrival of the first train, when a dark cloud passed over us in a sad and mournful accident. As Franklin Peacock and Ebenezer Henry of this place were engaged in firing the cannon, they were horribly mutilated by the premature discharge of the gun. Their arms were badly shattered and otherwise injured. Their lives are despaired of. We hope that the practice of burning gunpowder on such occasions will cease, and, if dire necessity requires, it shall only be used in defense of liberty." Later dispatches from the same newspaper mentioned the death of Peacock and the sad fate of Henry, who lost the sight of one eye in addition to having both arms amputated.

Following the Dayton tragedy, the special train proceeded to Dunkirk where a gigantic celebration was held. The Dunkirk program was climaxed by a banquet held in Loder Company Fire Hall of that city.

Strange to say, sentiment in favor of making commercial use of the Allegany River revived, rather than declined, with the construction of the railroad. The supposed value of the "broad, deep channel" connecting southwestern New York with the Ohio and Mississippi was publicized with a credulity which in later years was considered almost amazing. A committee appointed for the purpose of investigating this belief returned the verdict that "the river has immense possibilities." Accordingly, plans were made for organizing a system of close collaboration between the Erie Railroad and the Allegany River.

The completion of the Erie Railroad, with the advantages it brought its way, encouraged other communities to seek similar advantages. On June 27, 1857, a meeting was held in Jamestown to consider the construction of a railroad line reaching from the Erie Railroad at West Salamanca westward toward Lake Erie. Plans under consideration called for either an arrangement with the Sunberry and Erie whereby the company could make connection with the City of Erie, or a new direct line in that direction. The "Erie and New York City Railroad" was chartered as a result of this movement. The company broke ground at Randolph for the new line on May 17, 1853. Later Morton and Doolittle took it over as representatives of a number of investors. Prominent among these investors was a Spanish nobleman, the Duke of Salamanca, in whose name Salamanca received

its name, and a new corporation, the "Atlantic and Great Western Railroad" was organized December 9, 1858. The road was completed from West Salamanca to Randolph in the summer of 1860, and to Jamestown a short time later. In 1864 the eastern terminal was moved from West Salamanca to Salamanca. The company took over or constructed other lines, so that it reached Corry, Meadville, Youngstown and other points in the mid-West.

The A. & G. W. planned a line from Randolph through Napoli and Otto to Buffalo, and actually did some grading of the proposed bed in 1864-1865. Arrangements made with the Erie about that time, however, resulted in abandonment of this plan.

In its later days the Atlantic and Great Western passed into other hands and became known as the New York, Pennsylvania and Ohio, for which name the term "Nypano" was often substituted. The Erie railroad leased the line and it became a fundamental part of that company's system.

The Buffalo and Jamestown Railroad Co. was organized in 1872. It was completed from Buffalo to Gowanda in 1874 and to Jamestown in 1875. Later it became known as the Buffalo and Southwestern, and in 1880 it became part of the Erie Railroad System as a result of a ninety-nine year lease by that company.

A proposal to build a railroad from Buffalo southward to the coal fields of Pennsylvania resulted in construction of part of the proposed line, from Carrollton southward through Bradford, thence over the famous Kinzua Bridge toward the coal regions; plans for building the line northward to Buffalo were abandoned and the completed part became part of the Erie Railroad system.

The Rochester and State Line Railroad Co. was organized in 1867. The line was constructed between Rochester and Machias apparently following a new grade, while that section between Machias and Salamanca may be considered a successor to the Cattaraugus Railroad Co., which had unsuccessfully attempted to open a line hereabouts. The R. & S. L. later extended southward through Bradford, Ridgeway and Butler, taking within its grasp a large amount of thru coal-hauling transportation from the mines of Pennsylvania. The Buffalo division separated from the other section of the line at Ashford Junction, this village becoming a thriving railroad center for a time. Later, East Salamanca was made the point of operation for trains running on the Buffalo and Rochester branches, although the actual point of separation continued to be at Ashford. The original designation was altered to the Buffalo, Rochester and Pittsburg Railway, and the B., R. & P. Railway became noted for the neatness of its stations and trains, both kept within the B., R. & P. motto of "Safety and Service."

The Pennsylvania Railroad System as it is known today is largely the result of various lines, too weak to succeed as independent railroads, combining in such a manner that their value was increased. The Buffalo and Washington Railroad, built largely with Buffalo capital, was later made part of the Buffalo, New York and Philadelphia. Coming on the scene in the early 70's, this line extended southward through Delevan, Franklinville, and Olean. From Olean the line proceeded up the Allegany River valley to Port Allegany, from which point it went to Emporium. Two other lines, one occupying part of the abandoned canal bed from Hinsdale to Rochester, the other following the Allegany valley from Olean through Warren to Oil City, also were joined with the Buffalo-Emporium line, the group becoming known as the "Western New York and Pennsylvania."

Later these three lines became part of the Pennsylvania System.

A narrow-gauge railroad, the Lackawanna and Southwestern was built from Olean to Bolivar; later it became known as the Lackawanna and Pittsburg, but its ambition to reach either of the cities never materialized. Another narrow-gauge line, the Olean, Bradford and Warren, was built over Rock City from Olean to Bradford. The narrow-gauge railroad was short lived, however, and the standard-gauge became generally accepted for both railroads and trolley lines.

Two more railroad lines found their way into the county, coming during the first decade of the twentieth century. The Pittsburg, Shawmut and Northern, a standard-gauge line, superseded the Olean-Bolivar narrow-gauge railroad. The P., S. & N. extended southward to St. Mary's, Pa., and northward to Wayland and Hornell. The northern division of the Buffalo and Susquehanna was built in the early years of the century, traversing the northeastern corner of the county.

The effects of the railroads' traversal of certain villages on their growth and expansion has already been noted. These benefits, however, were by no means limited to the villages themselves. The fact that the railroads brought places together aided greatly in giving the farmers an outlet for their products, an advantage which was sorely needed. Buffalo, the only large city in the immediate area, had been much too far out of reach for the farmers to carry on commerce in large quantities. The practice of hauling agricultural products to Buffalo by teams of horses had been found both slow and of doubtful net gain. The coming of the railroads, combined with the discoveries and improvements which were made in the field of milk-preservation and refrigeration, were influential in a change in policy on the part of farmers from general agriculture to specialization in dairy farming.

The growth of Olean from village to city status can be attributed to three main factors: the development of the oil industry, its position as a railroad center and the development of the tanning industry.

The success of the Drake Well at Titusville in 1859 was the beginning of a general oil boom in that region, and the area of search spread throughout northwestern Pennsylvania. What was apparently the first well to be drilled in New York State resulted in a small amount of oil, it being drilled on the Beardsley farm near Limestone in 1864. Another well was drilled in the same vicinity the following year. The well on the Woodmarsee farm in the town of Allegany in 1876 was the beginning of oil excitement in that vicinity. The year 1878 was an especially busy year in the Cattaraugus County fields.

Production on a large scale was limited to the towns of Allegany and Carrollton, although a few successful wells have resulted in other districts. The Chipmunk field, along the Allegany-Carrollton town line, enjoyed a boom period near the turn of the century. The immediate vicinity of Olean was also the scene of a number of successful wells. The town of Humphrey has developed as an oil-producing region in more recent years.

The area which has produced successful gas wells is more extensive.

Gas has been produced not only in the oil-producing regions but also in other sections of the town of Carrollton, in various sections of the Cattaraugus valley, and in the town of Leon.

Both Bradford and Olean capitalized on their proximity to the oil regions. In 1875 an oil refinery was established in Olean by Wing, Wilbur and Co. It was located between the Pennsylvania and Erie railroads, communication with all important points in the East thus being afforded. About one year after its opening it passed into the hands of the Standard Oil Co.

The development of Olean as a railroad center was the natural result of the absorption of the W. N. Y. & P. railroad by the Pennsylvania lines. Olean became a point of operation for trains running in five directions: toward Buffalo, Rochester, Emporium, Oil City and Bradford. Trains of the Pennsylvania system traveled from Riverside Junction to Bradford by use of the B. R. & P. track. Large sections of the northern and central parts of the city have become occupied by the yards and shops of the Pennsylvania system.

Both the Erie and Shawmut lines join the Pennsylvania in giving Olean prominence as a railroad center. The advent of the Erie had been accompanied with local dissatisfaction over its route, which passed Olean north of what was then its village line. The result has been a tendency toward developing that section.

The Shawmut railroad has transported a considerable volume of coal and coke from the mining regions of Pennsylvania at times, and Olean became the dividing point between the northern division, running to Wayland and Hornell, and the division running southward to St. Mary's, Pa.

The tanning industry, operated on a small scale in the early days in several villages of the county, grew into one of Olean's leading industries. The first tannery in Olean appears to have been one operated by Walter Wood. In 1859 a tannery was built by Kelly and Linham, of Boston. Later it became the property of Mr. Barrett, who operated it successfully for several years.

Price's tannery, built in 1887, grew into a flourishing business. Other tanneries, some supervising the erection of a large block of "tannery houses," were instrumental in the city's growth.

Machine shops and textile mills also aided in giving Olean a city-like atmosphere. Olean received its city charter in 1893.

The early effort at planning a city made by Hoops brothers and others proved its benefits. Instead of being crowded into a narrow valley, in which traffic, housing, proper playgrounds, etc., would constitute problems, the area occupied by Olean is so vast that many of these phases of city life have become easily manageable. For many years whole areas within the confines of Olean were covered with forests. Several of these were cleared during the middle and closing years of the nineteenth century. The fact that the city has not been crowded for living space gave some of the leading families a chance to occupy areas close to the heart of the city with huge family mansions.

The growth of Salamanca is closely interwoven with the steps made toward legalizing leases of Indian lands. The passage of the Erie Railroad through the Allegany Reservation was made possible by an enactment, passed in 1836, permitting the railroads to lease reservation lands. The completion of the A. & G. W. railroad to its meeting place with the Erie resulted in a thriving village developing at Bucktooth. This village, occupying the bottom land at the meeting of the hollow drained by Little Valley Creek and the Allegany River valley, appeared as an ideal location for the enlargement of railroad activity.

One drawback, however, prevented Bucktooth from maintaining its early position. The railroad officials were unable to complete arrangements for leasing a satisfactory amount of land, and accordingly in the center of activity was transferred about two miles eastward, to the location of the present Erie Yards.

Both the Erie and the A. & G. W. built round-houses at this point, the latter located directly south of the former.

Previous to the removal of the Erie yards to Salamanca a settlement known as Hemlock had been located in this section, owing its existence to activity in marketing the forests of hemlock and pine.

A mill on the south side of the Allegany was operated by Howe and Green for a number of years, afterwards passing into the hands of Hall and Whitmore of Warren. This mill, manufacturing shingles, molding, etc., was operated by waterpower in its early days; later

steam was made its running power. A number of mill-houses occupied land near the present Fancher residence, at Broad St. and Front Ave.

Other early industrial efforts at Hemlock included Patterson's mill, located north of the river, near the western end of River St., and a cooperage manufacturing oil barrels, operated by Sampson and Ballard.

Much of the territory which the village of Salamanca occupied had been made up of marshland, a condition which was gradually alleviated, partly by clearing the land, partly by artificial effort.

The Erie Railroad found it expedient to haul many carloads of filling to the area occupied by its shops and yards. Previous to its pavement, parts of Main Street were almost impassable during some of the year.

West Salamanca (Bucktooth) suffered a general decline after the center of railroad activity had been transferred to Salamanca (Hemlock). The two villages became closely associated, although West Salamanca did not become a part of the corporation of Salamanca until the city charter was received.

Curtis and Demming established a tannery in 1863 on Wildwood Ave., which operated for a number of years, after which the buildings were removed, and in 1880 another tannery on the same sight began operations. Later it passed into the hands of the Union Tanning Co.

The establishment of the tanning industry, destined to grow into one of the community's most valuable assets, gave Salamanca a stimulus to expand in that part of the village. The company promoted the erection of a large number of dwellinghouses along Wildwood Avenue.

Bridges spanned the Allegany at both Salamanca and West Salamanca, the one at the latter village being a two-span bridge interrupted by an island, over which the road passed on a trestle-like structure. This island became a center for outings, and in the latter years of the nineteenth century a skating rink flourished there. East of the bridge at Salamanca, another island became the scene of a similar recreational park operated by the country club.

The state courts handed down a decision which held that the authority for permitting Reservation leases was vested in Congress, a decision which caused some confusion. The early settlements made at Bucktooth and Hemlock had been largely the result of arrangements made with individual Indians who claimed jurisdiction over the lands. According to one authority, the individual Indian was not always careful at seeing that lands granted in these leases did not overlap, thus bringing another unhealthy angle to the situation.

In 1875 Congress passed an act authorizing the president to establish certain areas called villages at strategic points along the Allegany

Reservation, in which the Senecas might grant leases to white people. Six "villages" were established: Vandalia, Carrollton, Great Valley, Salamanca, West Salamanca and Red House. The areas of these "villages" varied from 15 acres in Red House to 2,000 acres in Salamanca and 2,200 in Carrollton. The area at Red House was located near the north end of the present river bridge. The area called "Great Valley" was located along the Erie Railroad at Killbuck. Within these areas the Senecas were permitted to grant leases for five years; at the expiration of this period they might be renewed for twelve years. Leases granted previously were approved of by Congress.

The effect of the act of 1875 was a stimulus for Salamanca to grow, and its incorporation took place in 1878. However, the fact that the status of reservation-leased lands was left in uncertainty as to the period after the expiration of the twelve year renewal proved to be a serious handicap. A considerable number of two-family dwellings and frame business blocks was the result. The only brick building in Salamanca for several years was the Erie shop building, destroyed by fire in recent times. The "village fathers" were deeply anxious that the leases be granted for a longer period than twelve years in order that plans for building Salamanca into the thriving village its resources would seem to be leading it might be carried out. Accordingly, an effort to obtain leases for a ninety-nine year period was pressed.

In 1890 Congress authorized the granting of ninety-nine year leases at the expiration of the twelve year period, which would be in 1892.

Seneca spokesmen, however, were reluctant to grant leases for such a period. The Seneca delegation pointed out that a considerable number of leases in some of the "villages" had been abandoned, resulting in a loss of revenue from that source. This was admitted by white spokesmen, and largely as an allowance for this point an offer was made to the Seneca delegates that rents in Salamanca should be doubled, providing a ninety-nine year period were agreed to. After some discussion the Seneca delegates agreed to this offer and a ninety-nine year lease period came into existence. Leases which were in existence at the time were doubled in annual rental due.

The granting of the ninety-nine year period resulted in Salamanca expanding, both in population and commerce. Several large brick buildings were subsequently built on Main Street and the area south of the river, practically on out-post in the early days, began expanding into a beautiful residential district. The possession of a ninety-nine year lease was regarded as conveying virtually all the privileges of a deed.

The village received a severe jolt in 1880 when a fire destroyed a large number of business blocks on Main Street. In one sense, how-

ever, it was a blessing, as a number of substantial brick blocks replaced the frame buildings.

Other industries, including an iron works, a mattress factory, textile mills and furniture factories were to join with railroading and tanning in enlivening the community.

The railroad strike of 1877, affecting the Erie perhaps more than any other railroad, resulted in a company of militia being stationed at Salamanca. By this time Salamanca had become one of the major points on the Erie Railroad, both in volume of shop and yard work and in point of changing views.

Another strike affected the Erie system in 1892.

Changes in policy on the part of the B., R. & P. Railway resulted in a considerable increase in employment in the Salamanca section. While the dividing point between the Buffalo and Rochester divisions is Ashford Junction, the actual business which results from this junction has become largely carried on at the East Salamanca yards. The B., R. & P., destined to become a part of the Baltimore & Ohio system in 1932, was chiefly instrumental in developing East Salamanca, a portion of which was outside the village and off the Indian reservation. Like the "down-town" section of Salamanca, it had been largely occupied by swamp lands in the early days.

Various sections of what were to become the City of Salamanca were linked together by a trolley line in the early part of the century. At Olean, horse cars had been first used in 1880; electric power had been substituted about 1892.

The Western New York and Pennsylvania Traction Co. in time included lines from Olean to Bradford and Salamanca, with Seneca Junction as a meeting place; from Olean to Bolivar and Shinglehouse; from Olean to Bradford via Rock City; and from Salamanca to Little Valley, as well as local lines in Olean and Salamanca. The Little Valley line was constructed about 1908.

In 1913 the two villages of Salamanca and West Salamanca, together with the recently built-up area northeast of the old village line, were joined, forming the city of Salamanca. Thus it came about that the river flats between the mouths of the Little Valley and Great Valley Creeks, a century earlier occupied by so much swamp land that the Indians themselves left it a practically uninhabited region, became the center of a city, over 90% of which consisted of reservation land. If Jamestown, the metropolis of southwestern New York, can be said to resemble ancient Rome with its seven hills, then Salamanca, with its areas of reclaimed swamp land, can be compared with the city which Peter the Great founded in the marshes at the mouth of the Neva River, called St. Petersburg by that monarch, but changed to the less-becoming name of Leningrad in recent times.

For many years the railroads were destined to setbacks which are common among any new mechanical device before its operation is perfected. The policy of hiring "track-walkers"—watchmen whose duty it was to check the tracks for any sign of weakness—was made in an attempt to avoid disaster. Improvements in both the construction of the lines and in the system of railroad signals went a long way towards reducing danger. One improvement which was highly beneficial was the automatic coupler, a device which did away with the danger of the switchman having his hand mangled in coupling cars.

A series of railroad disasters occurred between Red House and Steamburgh, the first in 1870, the last, the "Red House Wreck," a catastrophe acclaimed as one of the major disasters of the times, in 1903. In December, 1870, a group of young people were returning from a dance, and as the "sleigh-ride party" approached the Robinson Run crossing, just west of the Red House station, the sight of the approaching train was obscured by a heavy fog. The sleigh was struck by the locomotive, resulting in the death of two or three and the injury of several others.

Less than two years later (October 27, 1872), a passenger train collided with a freight train near the Steamburgh depot, resulting in the death of three people.

On February 5, 1888, an eastbound passenger train was wrecked as a result of a broken frog along the tracks. Two deaths resulted.

The "Red House Wreck" (April 20, 1903) was a tragedy which was widely publicized, not only because of the number killed and injured, but also because of the manner in which some of the suffering took place. Scalding and cremation were the lot of some of the victims, and the effects of shock likewise caused suffering. The Randolph Register of that day has described the tragedy as follows:

"An extra westbound freight, consisting of about forty-five cars, was being hauled along the grade of Red House station. The so-called station is little more than an ordinary tower, and has a kind of observatory on the second floor, where the telegraph operator has a convenient position for watching the approach or departure of trains. On Monday night James Vail, nineteen-year-old son of agent John Vail, was in charge of the tower and he was ordered to signal the freight train to take the siding to allow the New York Limited from Chicago, commonly known as No. 4, to pass. No. 4 was nearly due, and Vail at once set the proper signal for the freight. In making up the freight train, two engines had been employed, the second having several cars in front of it. When the train took the switch, the coupling in front of the second engine broke and the forward section ran onto the siding leaving the longer part of the train stalled on the main track.

"The engineer sent the flagman to warn the passenger train to stop. In the meantime the front engine succeeded in hauling its heavy load up to a point east of the intersection of the siding, but could get no farther.

"Vail said he had heard the first section rumble past the tower and failed to notice the train had broken in two. Looking backward, he saw a light and thought it was the light of the caboose, but it was really the head light of the second engine. He represented the main track as clear, and received orders to show No. 4 the white light, which told engineer Samuel Cook that the road was unobstructed.

"Just then the limited came down the track sixty-five miles per hour, missed the red lamp of the fireman, missed the red light at the open switch, and the head light of the engine across its path.

"The engineer sat supinely at his post while the huge machine he controlled went crashing to destruction, carrying to a terrible death half a score of human lives. The two iron monsters came together with a shock that shriveled the earth, awakening people long over a mile away. The passenger engine jumped the rails and turned partly over, plowing a great furrow in the earth until it struck the small school-house standing close to the track. Such was the momentum that the tender was thrown high in the air and went bodily over the locomotive in front and broke down telegraph and telephone wires in its aerial flight. The school-house was reduced to kindling wood in an instant, and within five minutes it was consumed with a mass of flames.

"The passenger train consisted of a baggage car, smoking car, a day-coach, four sleepers and two handsome cars occupied by officials of the A. & C. and Clover Leaf routes. Nearly all left the track and piled up, fires broke out, screams of the imprisoned passengers and the groans of the injured mingled with the sounds of escaping steam and cracking flames.

"Burgett's house was turned into a temporary hospital. A relief train came from Salamanca to aid in the work of rescue . . .

"Three charred bodies, burned beyond recognition, were soon after pulled from the blazing cars with a rake, and later in the day the searching party found three more bodies burned so terribly that they could not be identified."

There appears to be no general agreement at present as to the exact number of lives lost. The figure has been placed at about twenty-one, but some are of the opinion that the number was somewhat greater than that.

Quick-thinking by Bob Bell, a fireman on the freight train, may have been instrumental in saving a large number of lives. Sensing the lay-out of the tragic scene, Bell ran the engine to the western end of the passenger train and pulled several occupied cars away from the

flames to a place of safety. This probably prevented it from becoming a much greater holocaust, and Bell was presented with a watch in commemoration of this and other timely actions.

In recent years the progress made in both technique and policy has greatly reduced the danger of fatality in travel by railroad. The Red House disaster was the last major wreck in this section.

* * *

The industrial expansion which featured the latter decades of the nineteenth century resulted in other nationalities locating in the county. The most numerous of these were the Poles. The Poles settled chiefly in industrial centers, especially in communities which contained tanneries. Salamanca probably received the largest number of these immigrants, and the growth of that community from a railroad-lumbering settlement into a forward-looking village which in time assumed the rank of a city was greatly aided by the number of Polish people who settled there. Several streets on the south side of the river were largely opened up by people of this race. In Olean the Polish people were largely concentrated in the northern section of the city, while the employment afforded by the tanning and glue-manufacturing industries attracted a large number to Gowanda. A number of Polish families settled on farms throughout the county, especially in the neighborhood of Franklinville. Polish immigration to this section was especially heavy during the closing decades of the nineteenth century. It was a common practice for the earlier settlers to assist their relatives who came at a later date in finding employment. In addition to the tanning industry, both the railroads and furniture factories absorbed a large amount of this labor supply.

The Poles showed a distinct fondness and a display of natural talent in athletics, resulting in reports from contests being noted for the frequent occurrence of Polish names. At Salamanca the "Driving Park Association," formed with the obvious intent of promoting horse-races, resulted in little else than the construction of a race track which was found to be unsuitable for that sport because of the nature of that soil. A baseball field occupied the area inside the track, and a team consisting of players of Polish extraction, known as the "Tigers," played their home games there for many years. Sunday afternoons from May to September, presented many a colorful and spectacular game at Driving Park, the local aggregation being backed by an attendance which reflected the prominent place which athletics held in the life of Polish-Americans.

Settling beside the Poles, and in the minds of their non-Polish neighbors often confused with them, were people of other races which dwelt in the old Austrian and Russian Empires. These included Slovians, Ruthanians, Czechs and others. The languages of some of

these people resembled the Polish language so closely that conversation between them was possible.

Italian migration to this county had its origin in the demand for labor on the railroads. Much of the construction and section work on the railroads during the closing years of the nineteenth century, as well as in the pre-war era, were the result of labor supply of Italian immigrants. Other industries in Olean or Salamanca, including tanning, foundry work and furniture manufacturing, have come to absorb a considerable number of Italians. A few have established themselves in small grocery or fruit stores, or in shoe repair shops, but no considerable number of them have settled on farms in this county. Like the Poles, the Italian immigrants were often aided by their kinsmen already residing here in the process of securing employment.

Both the Poles and Italians were influential in the social life of the communities in which they settled. Weddings, christenings and other occasions were frequently events of merry-making and pageantry. Both nationalities taught their native language to their children, thus aiding in bringing about a better cultural background. Among the Italians, a native talent for music and singing has been fostered and developed; the fondness of the Poles for athletics has already been mentioned. In recent times the Poles have risen to influential positions with the police and fire departments in Salamanca and Olean.

Unlike Chautauqua County, Cattaraugus has become the home of only a small number of Swedish people. A few have been employed by the furniture industry in Salamanca, and a limited number are engaged in dairying and other occupations throughout the county.

In Olean, a colony of Syrians have located, also a number of Armenians. Jews, operating haberdashery shops, salvage yards and other business establishments, have located in both Olean and Salamanca in a limited number. Greeks, operating or working in candy stores, restaurants and shoe-shine parlors, have located in a few convenient spots, chiefly in Olean or Salamanca. In recent years both Jews and Greeks have taken prominent places in the alcoholic beverage trade. The county is almost wholly without a Negro population except in Olean; even in that city their number is comparatively small.

New York City, noted for its cosmopolitanism, has a reproduction on a smaller scale in many cities throughout the country. For the most part, people of various racial strains have dwelt together in harmony in Cattaraugus County. As a matter of fact, evidence seems to indicate that friction or bloodshed has more quickly resulted in conflicts between people of the same nationality than between one nationality and another.

SECTION SEVENTEEN

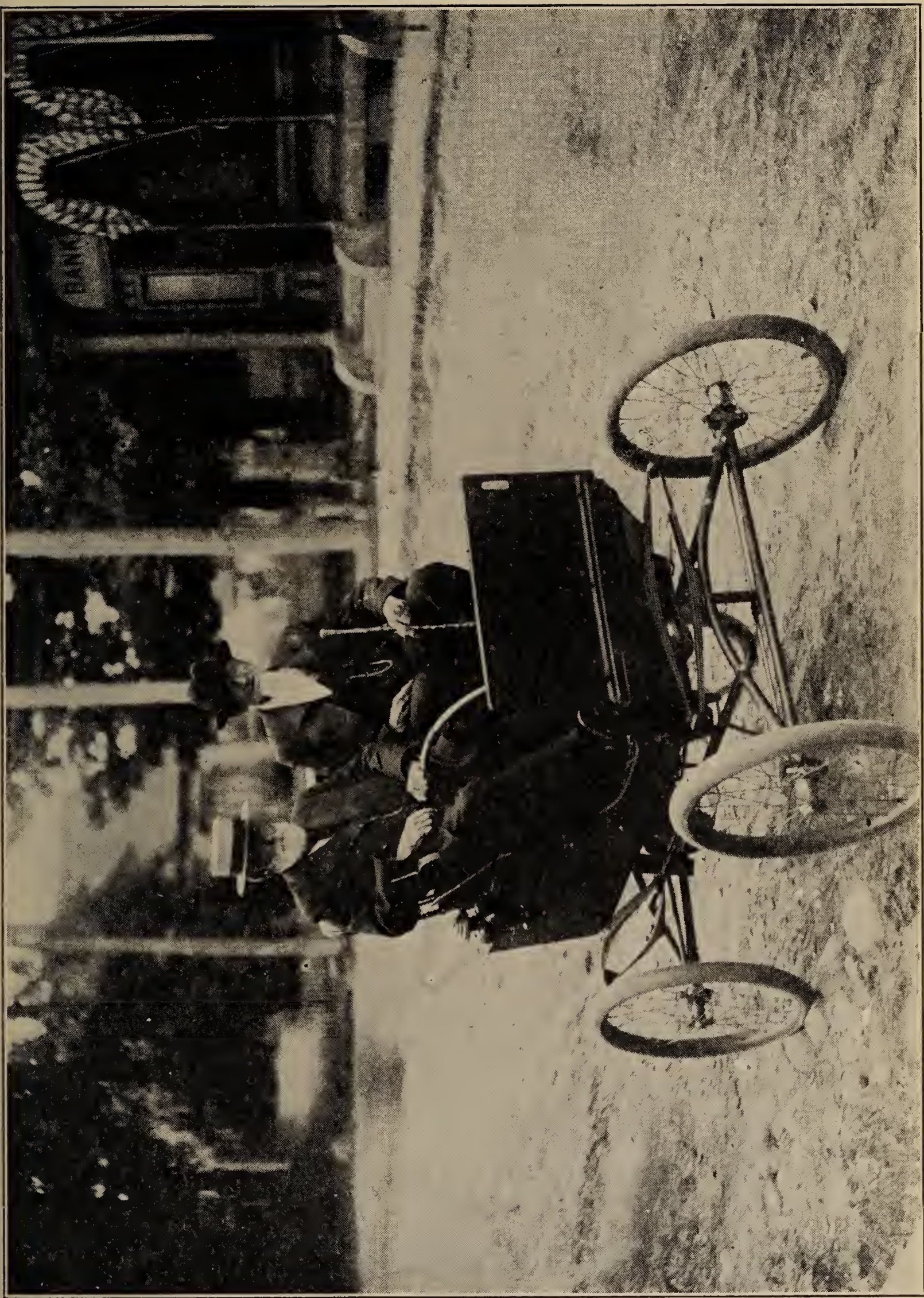
REVOLUTIONARY CHANGES

The "turn of the century" and the years that have followed it saw a number of changes, for the most part progressive, in rural, village and city life. Automobiles, tractors, the extension of electric power, the advent of new forms of entertainment, particularly the moving picture and the radio, caused changes which were not only revolutionary but in some cases produced results wholly unforeseen in their early stages of development.

Perhaps the most important of these was the automobile and its agricultural supplement, the tractor. During the nineteenth century both oxen and horses had been used as beasts of burden. The former gradually faded from the scene, but the latter continued as a necessary factor of rural life. In addition to the heavier duties imposed upon horses, their use extended to work usually of a lighter form, that of passenger transportation. "Horse-and-buggy" was the regular means of travel in short distance journeys; doctor, lawyer, clergyman and pleasure-seeker alike accepting this crude means of travel without murmur. It was not uncommon to see families proudly assembled in the double-seated surrey on Sundays on their way to church or, in the afternoon, to pay a social call to some relative. In the days of the neighborhood cheese factory or creamery, the light wagon or platform buggy was the general vehicle used to bring the milk daily to its destination.

The change from the use of horse-and-buggy to the automobile in passenger transportation and less bulky freight transportation was a gradual one. Previous to the World War the number of automobiles was small; professional men, a few of the more progressive farmers and some of the "better fixed" villagers possessed cars. The price of new automobiles, however, was considered beyond the reach of most people. At that time the inclosed car was practically unknown except for taxis, and a common subject of family argument was the discussion of whether the top should be up or down. Yearly improvement in their manufacture was accompanied by a gradual reduction in their price, and the era of prosperity during the 1920's was featured by a general increase in automobile sales. The policy of using them for short business trips and joy-rides of ten or twenty miles was gradually changing to the policy of making them the means of taking trips to distant points—thus "cutting in" on the railroad passenger traffic.

The general spread of the use of automobiles was accompanied by a demand for the enlargement and improvement of highways. Previous to their advent, practically the only surfaced roads in the county were some of the streets of Olean, Salamanca, and a few of the villages which had been paved with brick, chiefly to do away with the



An Early Automobile Taken at Randolph about 1901. Albert G. Dow, left; Dr. Frederick Larkin, right.
The Car Was Owned by Frederick Larkin, Jr.

area of mud which had occupied the streets. Slowly the process extended to the outlying highways in the form of the "macadamized" road or the concrete road. Among the first improved roads were several sections of Route 17, which followed the main line of the Erie Railroad from Hinsdale to Salamanca, thence through Little Valley, Napoli and Randolph. The present surfaced highway through Steamburg and Red House, which now forms part of Route 17, was not opened until about 1929.

The expense of maintaining road-signs, parking lots and other forms of service, including the use of road maps (at one time road maps were both expensive and rare, which is greatly in contrast to the present) was often met by local automobile clubs. Automobile clubs have greatly declined in influence since the burden they once carried has been assumed by public and private groups.

Surfaced roads were built with funds furnished by the state, the county, the town, or by a combination of these units. In one case of the latter, a situation of unusual excitement developed. The state and county authorities, in planning a route from Ellicottville toward the county-seat, clashed over the course of the highway. State officials, sent to make a report of the route they deemed the most proper, reported in favor of following the Fish Hill road from Ellicottville toward its summit, then following the road known as Murder Hill to a point south of the village of Little Valley. County authorities on the other hand favored a route which would approach Little Valley by the Dublin Road rather than Murder Hill. The route proposed by the county, although covering a slightly longer mileage, would avoid the ascend of the summit which the state's proposal would make necessary. More important still, the Murder Hill route would be almost devoid of any homes along its course, while the Dublin Valley was occupied by numerous residents, it being the seat of a thriving dairying community.

Joyce Kilmer has expressed in verse what might be considered the county's main argument in this controversy:

"If you call a gypsy a vagabond, I think you do him wrong,
For he never goes a-traveling but he takes his home along.
And the only reason a road is good, as every wanderer knows,
Is just because of the homes, the homes, the homes to which it goes."

Such appeals to sentiment, however, would have been wasted in dealing with the state officials, who looked upon a highway as primarily a means of linking communities together. The state bluntly threw down the gauntlet to the county, threatening to withdraw the appropriation if their proposal were not followed. This pressure having been exerted, the county Board of Supervisors, a majority of which had favored the Dublin route, reluctantly approved of the Murder Hill

proposal. It has been pointed out in recent times that the slippery condition of this road during the winter is evidence that the county's proposal would have been safer; on the other hand, automobiles have been so greatly improved in power since this controversy occurred that dread of ascending or descending the Fish Hill-Murder Hill summit must be looked upon now as a dead argument. It has been said that the years immediately following this highway's completion were featured by a policy on the part of prospective automobile purchasers of giving limousines a try-out for power by testing their ability to ascend this summit on high.

The policy of building surfaced roads included an effort, practiced especially in more recent years, of eliminating curves. The elimination of railroad crossings by undergrades have also taken place, the most recent being on the Portville-Ceres section of Route 17 and on the Salamanca-Great Valley section of Route 219.

The perfection of the automatic signal has lessened the danger of peril on railroad crossings. The Erie and B. & O. have placed these signals on nearly all crossings of considerable use.

The spread of the use of automobiles had a deadening effect on the passenger traffic of both trolley lines and railroads. The Western New York and Pennsylvania Traction Co. had re-organized and become known as the Olean, Bradford and Salamanca Railway. Trolley traffic was declining so rapidly in the late 1920's that the number of trips was curtailed, and one line after another the service was abandoned. The line from Salamanca to Little Valley was removed about 1925, although it had stood in disuse for some time previously.

In various parts of the country buses were rapidly being substituted for trolley cars, by comparison clumsy, bothersome and of necessity compelled to hold a course set by the rails. In Olean and Salamanca, local companies were granted franchises to give city bus service. In the course of time the West Ridge, Greyhound and other companies were granted franchises which covered various highways in the county. A notable exception was the Great Valley-Ellicottville-Ashford route toward Buffalo, where attempts at securing bus privileges have been unsuccessful.

The substitution of buses for trolley cars—the latter launched with high hopes only about a score of years earlier—presented the unusual situation of electric power being replaced by gasoline in a day when the general tendency was toward, rather than away, from electric power.

The effect of the increase in the use of automobiles on passenger traffic of the railroads was also noticeable. For the villager who delighted in going to the depot to meet the train the change became a sorry one indeed. The number of passenger trains declined; some were

combined with freight or express trains; and the depots which had served some of the smaller villages saw their windows and doors boarded up. The Erie station at Limestone, once one of the village's most frequented resorts, today maintains the status of a building more noteworthy for sentimental and historic value than for sheltering purposes.

Passenger service on the Olean-Rochester and Olean-Oil City divisions of the Pennsylvania Railroad, as well as the Salamanca-Dunkirk branch of the Erie, has recently been abandoned. These steps followed the example set by the Shawmut line several years previously.

The use of tractors on farms in the county has proven beneficial in bringing about a higher and more efficient standard of agriculture; nevertheless their use is neither universal nor, according to evidence, necessary. Tractors have brought about a marked improvement in threshing methods. Their ability to plow a much greater piece of ground than horses in the same length of time has been a tremendous help. Horses, while not as numerous as formerly, are still of prime importance. Their use in haying, cultivating, drilling and reaping makes their possession a paying proposition.

On some farms, including many of those in the "marginal" class, a practice has been followed of using tractors made from antique automobiles.

In the last quarter of the nineteenth century, electric power began to assert its many uses as a result of the experiments of Thomas A. Edison and others. Olean, Salamanca, Franklinville and other communities, became the scene of plants manufacturing electricity, coal usually being the fuel employed. In the course of time hotels, factories, hospitals and a few private homes were furnished with electricity, practically the only use employed generally being that of using the power for lights. Previous to the coming of electricity, the commonest form of light in villages was the gas light, considerable of an improvement over the oil lights used at an earlier date.

The era of prosperity following the World War was featured by a great increase in the number of private dwellings "wired" for electricity. Toward the end of the 1920's, the home in a city or village which still used gas lights was the exception rather than the rule. The coming of Niagara power lines, operated by the Niagara, Lockport and Ontario Power Co. to the county, greatly increased the electric consumption, for which many uses besides light were now employed. The policy of manufacturing electricity locally was abandoned in favor of purchasing a supply from the power company.

The servicing of the farms along the leading highways with electric power can be said to date from the coming of the Niagara power lines. Previous to that time some of the farms near the cities and villages had made arrangements which secured them electric power, but its use did not extend any great distance into the country. Per-

haps one of the conditions which increased the desire in some quarters to secure electricity was dissatisfaction over attempts at the use of carbon lights. This system, the power for which was furnished by a carbon plant on the property, resulted in a severe accident at the Schweichert home near Ellicottville, in which several of the family were seriously injured. The decade beginning with 1930 saw the extension of power into the outlying regions at a rapid rate. It was not unheard of for dairy farms doing business of considerable bulk to find themselves with several superfluous gasoline engines on hand as a result of having been furnished with electric power.

The cost of electricity is rigidly regulated by the Public Service Commission and has become within the reach of people of all classes.

The use of electric lights rather than kerosene lamps detracted from the poetic atmosphere of rural scenery as viewed in the twilight. The occasion of passing along a road in the early evening at "lamp-lighting time in the valley" was substituted by the sight of the well-known brilliance of another kind of illumination. It is, however, not easy to find an individual or a family who rejected electricity on sentimental grounds. Perhaps even a poet, while he might ponder over the beauty of oil lamps when seen in others' homes, might be the first to install electricity in his own if he were forced to live in the same valley.

The conflict between the progressive and the conservative-sentimental points of view had a chance to assert itself in another direction, that of the rural and village school system. From the days of the early pioneers, the general system of education included the practice of maintaining many small school buildings throughout the countryside to make long daily walks by the students unnecessary. It came about in the course of time that many country schools shrank to an enrollment of a mere handful, a condition which entailed considerable expense both to the state and the local community.

The idea of bringing pupils a considerable distance daily by buses over narrow roads and antique bridges was looked upon with disfavor by a large share of the rural element. It is quite likely that a sentimental attachment to the neighborhood school, with the stars and stripes waving proudly in the breeze, with its suggestion of liveliness and activity, the school which the parents themselves had attended and which held a store of precious memories of former days, aided in fostering this opinion.

Sentiment, however, is a futile argument when finance is involved. Year after year saw a larger number of rural schools closed and a corresponding increase in the number of school buses which usually brought the students almost from their front door step. The system, looked upon originally with anxiety and doubts, was found to be highly successful.

In 1933, after the old story of trouble arising from the district meeting had occurred in Thorpe Hollow, town of Great Valley, the

school was closed and arrangements made to bring the pupils to Killbuck by bus. Its closing was in line with the general policy of the time, both in this county and elsewhere.

The general policy of bringing students to larger institutions in buses has resulted in several new school buildings, elaborate in their curriculum and handsome in appearance. Cattaraugus, Gowanda, West Valley, Hinsdale, Machias, Limestone and Randolph are centers of enlarged school systems, courses in scientific methods of agriculture being especially valuable in these dairying communities. Delevan, in accordance with a landslide vote in favor of such a proposition, has become the latest seat of a centralized school. In general, construction of these buildings can be attributed to cooperation of federal, state and local units.

The Chamberlain Institute had been taken over by Major Dunn, who conducted a military institute there for a number of years. Its old enemy, destructive fire, again attacked the academy however, and in 1915 it was discontinued. Its remaining buildings were razed in 1931 and a short time later Randolph Central High School was erected on the institution grounds. This school, containing courses in agricultural and mechanical studies, is far more advanced in curriculum than many schools in larger communities.

The old style of school architecture, with its huge tower climaxed by a flag pole, has been abandoned in the construction of these buildings, and a more modern plan, noteworthy for its simplicity and practicability, has been followed.

The construction of the new high school in Olean (1935) was the occasion of an incident which aroused the ire of students and others in that city and gained wide publicity. Rivalry between Olean and Bradford high schools had become intense and victory in the football game played each fall was a goal which each school strove after pugnaciously. While the new building was in the constructive process, workmen were astonished to find one morning that on one of the large blocks of tile two words had been roughly painted. "Beat Olean" was the inscription, and it was believed that the paint had penetrated the tile in such a manner that its removal would be difficult, if not impossible. Civil and school authorities in Bradford cooperated with authorities on this side of the state line, but all efforts at finding the guilty party or parties failed. The principal of the Olean school took occasion to mention, perhaps as a reminder to his students, that rascality is its own reward, that a similar statement, "Beat Bradford," had been found on the Bradford school at a previous time. This statement, however, had been wrought with chalk or some other less enduring substance than paint.

Olean students gained some consolation from their victory in the contest itself, the suggestion of the "Beat Olean" slogan not being carried out by the Bradford eleven.

SECTION EIGHTEEN

SOCIAL AND ECONOMIC PROGRESS SINCE THE TURN OF THE CENTURY

The fate of Cattaraugus County economically and socially during the first four decades of the twentieth century may be said to closely parallel that of other regions of a similar background. Noteworthy in the economic set-up were the general prosperity of the railroads, the rise of the furniture industry in Salamanca and the glue manufacturing industry in Gowanda, the foundations for small, locally owned industries both in the cities and larger villages, the general decline of the tanning business, and continuance of an agricultural system based on dairy farming.

During the early part of this epoch, the well-being of the railroads was not yet seriously threatened by motor transportation, and the Pennsylvania, Erie and B., R. & P. systems employed a large percentage of the working population in Olean and Salamanca.

The losses sustained by the railroads following the mass-commercialization of motor transportation in more recent years, however, has resulted in considerable reduction in employment from that source, noticeable in both Olean and Salamanca. The general increase in the number employed as truck drivers, mechanics, gas station operators, etc., throughout the county may be taken as compensation for the reduction in railroad employment.

The furniture industry developed in this period, factories being located in Salamanca, Randolph, Olean and Ellicottville. Among the prominent figures in this industry was Thomas P. McCabe, whose enterprise gave employment to several hundred in Salamanca during the 1920's, but collapsed at the end of that decade. Other Salamanca factories included the Sterling Furniture Co. and Fancher Furniture Co., the latter owing its origin largely to the civic pride of A. T. Fancher. Products of the Fancher Co. have been selected by the United States government in furnishing the American Embassies in several foreign countries.

The tanning business suffered severe reversals in the United States since the turn of the century, attributed by some to the rise of the industry in South America, where the supply of hides began to center itself. Tanneries which had flourished in Olean, Allegany, Limestone, Randolph and Cattaraugus have been closed, leaving only the Union Tannery at Salamanca and the Moench Tannery at Gowanda operating at the present time.

Gowanda had become a center of activity in glue manufacturing by the firm Gaensslen, Fisher & Co., the manager of this firm, Richard

Wilhelm, opening a glue factory of his own in 1904. Wilhelm's factory grew in size and volume of business until it occupied nearly one hundred acres, reputedly the world's largest glue factory. Other large glue-making establishments were associated with the Gowanda firm, all under Wilhelm's leadership. At the time of Wilhelm's death (1940), he was recognized as the glue king of the world, his success being ascribed to the fact that he "stuck to the glue business."

In recent years, the mass production of baked goods has developed into a thriving industry in Salamanca.

In 1916 a sanitarium was established at Rocky Crest, a short distance from Rock City, for residents of the county suffering from tuberculosis. This institution, maintained by the county, has been of tremendous importance in aiding in the struggle against tuberculosis and other forms of suffering. In recent times the drop made in the number of patients at the sanitarium led to discussion in some quarters as to the advisability of closing it. The general opinion, however, has been that it constitutes a fundamental part of the county's system of health maintenance, and it seems likely that it will endure as a permanent institution.

A similar, though much larger, sanitarium had been established at Perrysburg about 1910 by the city of Buffalo, known as the J. N. Adams Memorial Hospital, for patients suffering tuberculosis and other ailments. A bus line connects the hospital with Gowanda, from which point communication by both railroad and bus with Buffalo is maintained. The establishment of this hospital aided in giving the village a progressive spirit, and in 1916 Perrysburg took its place among the county's incorporated villages.

The entry of the United States into the World War was accompanied by a rousing of patriotism, featured by such tendencies as the purchase of Liberty bonds and war-saving stamps, also by movements by women and children such as raising "war gardens" and knitting clothing for the army. The coming of "troop trains" through a town at which the train stopped often resulted in demonstrations; one of the means used to show favor to the troops was that of delegating a group of children to carry a large flag into which coins could be tossed.

The end of the war resulted in ex-service men organizing, chiefly in the American Legion, an organization which has promoted social and humanitarian movements. Baseball received especial attention from this organization. In its early years, it sponsored the Cattaraugus County League, each locality represented being backed by the local post.

A legend to the effect that the general blowing of whistles in Olean or Salamanca would be a signal of the collapse of the huge dam holding back the waters of Cuba Lake was remembered by a few citizens. Hence the general blowing at the report of an armistice

caused some misunderstanding of its significance. However, the general public held no such delusions.

On the afternoon of July 21, 1923, one of the most devastating fires in county history raged on the south side of the Allegany River at Salamanca. Probably starting from a bon-fire near a large frame building used as a skating rink, the flames quickly consumed the rink building itself, spreading in a westerly direction and sweeping before it most of the Main Street business blocks, chiefly frame buildings, between the river and the Broad Street intersection. Dynamite, oil and other combustibles stored in a hardware store which was one of the early scenes of attack by the fire, joined with a "favorable" wind in spreading the destruction. The City Hall itself, located on the west side of Main Street, next to the river bank, was quickly destroyed. The flames spread westward from the Broad Street intersection, destroying eight residences on Clinton Street in a row, then, after sparing several other houses, completely destroyed another a long distance from the main center of the fire. A large frame building at the Broad St.-Main St. corner was dynamited in order to prevent a similar destruction of homes on Broad Street. The fire extended from a western extremity near the present Moose Temple on Race Street to an eastern extremity on Clinton Street, near East Street, although a considerable number of blocks and dwellings, some in the very heart of this zone, were left unharmed. Practically no damage resulted in the area north of Broad and Clinton Streets.

The effects of this catastrophe on the community, while serious in itself, was made the more so by an air of ill-feeling which accompanied it. A short time before the fire, a controversy had taken place over the relative value of volunteer and salaried fire systems. Mayor Henry McCann had cast his lot with the latter system. During the fire, friction developed between the Mayor and some of the city's leading citizens, thus hampering the work of fighting the flames. Following the fire, the Mayor became a storm-center of attack by critics. For his part, Mayor McCann vigorously denied two widely-circulated rumors concerning his actions, one that he had refused to call out-of-town aid, the other that he had disapproved of the use of dynamite.

Damage was variously estimated between six and eight hundred thousand dollars. It deprived the community of the City Hall, including the fire station, jail and city offices, and left a large number of residents with the problem of finding suitable living quarters. Also, several important business firms were removed from the scene, upsetting the community's economic frame-work. It left the city torn by resentment and ill-feeling. The one silver lining to the dark cloud which enveloped the community was the fact that, in spite of the devastation wrought by the fire, no death or serious injury resulted

from it. Some of the homeless families camped in the high school park until more permanent living quarters could be established.

The "roaring twenties," noted for gangsterism, terrorism and racketeering in the larger cities, likewise cast their sinister shadows on some of the smaller communities. Salamanca, Bradford and Olean saw the effects of the influence of terrorism. According to reliable report, Salamanca was for a time the headquarters of a gang whose operations covered territory from Niagara Falls to the coal regions of Pennsylvania. A series of murders in the vicinity was believed in the popular mind to be chiefly the result of this terrorism. Perhaps the highlight of this group of slayings was the discovery of the dead bodies of Valentino and Cook, found in a car on the back road between Limestone and Bradford, near the former village. According to a newspaper report, a short time after this discovery, two dead frogs were found on fence posts near-by, supposedly a symbol in gangster code.

Among the acts of lawlessness of the twenties were the attempts by three highwaymen to stage "hold-ups" at three different places on the highways between Olean, Bradford and Salamanca in May, 1924.

On the night of October 27, 1924, fire devastated a section of the business district of Gowanda, causing damage of several hundred thousand dollars. The theatre and several valuable business blocks were destroyed or damaged. Like the Salamanca fire of the previous year, the community derived satisfaction from the fact that no serious casualties resulted.

The ancient idea of deriving commercial use from the Allegany River was again heard of in the early 1920's. Geography books used in some of the schools actually indicated the river as a navigable body of water, upstream as far as the state line.

There were times, of course, during the high water which followed the spring thaw, when it was possible to navigate boats on the Allegany River. Clarence Tingwall, an officer of the Salamanca police force, followed a policy of conducting an annual trip each spring down the Allegany. The climax to this series of annual excursions came when Tingwall made the blunder of constructing a boat in the cellar of his home, which, being completed, the dimensions were found to be such that it was impossible to remove it from the cellar. Tingwall's "boner" received wide publicity and may have influenced one of the leading comic strips, "Uncle Walt of Gasoline Alley," being pictured as performing a similar blunder.

The destruction of the Ellicottville basket factory, while not ranking with the county's most serious fires, was nevertheless a dramatic spectacle due to the brilliant reflection it made on the evening sky.

The setting might be compared with that of the destruction of Grand Pre as beheld by the unfortunate Acadians while awaiting their exile. According to newspaper reports, a resident of Randolph seeing the reflection on the horizon, motored to East Randolph, believing the fire to be at that suburb. Arriving there and still seeing the reflection on the sky, he concluded it was in the vicinity of Little Valley. Upon reaching Little Valley, he observed it was still at a distance and finally reached the scene of the conflagration at Ellicottville.

Under the presidency of Father Thomas Plassmann, a world-renowned biblical authority, St. Bonaventure College continued to occupy a prominent position among western New York's educational institutions. At the very time when preparations were being made for the institution's diamond jubilee, however, tragedy was destined to overtake it. On May 5, 1930, fire broke out near the top of the monastery, a four-story brick building. By the time the fire was discovered, it already had wrought heavy destruction and a "lack of water and a stiff breeze" aided the fire in spreading to the seminary and church, both of which were completely destroyed, in addition to the monastery. The earnest but futile attempts by the baseball squad to check the flames was followed by a general rush to the scene by fire companies from surrounding communities and after the fire had wrought destruction amounting to perhaps one million dollars, including valuable books and works of art, it was brought under control about three hours after its outbreak.

The rapidity with which the institution began to rebuild is to be largely credited to the high position it held in the minds and hearts of its alumni, also to cooperation from public spirited citizens as well as to the untiring energy of its officials.

Less than three years after this catastrophe, another fire, the result of Lynch Hall being struck by lightning, caused damage of about \$50,000, a large part of which was caused by water. The second fire was followed by the construction of De La Roche Hall, a building named in honor of the Franciscan who is believed to have been the first white man to view the famous Cuba Oil Spring.

The Republican Party continued to be the dominating factor in the county's political make-up, although at times the Democrats were able to take considerable advantage of dissensions and factional quarrels among the majority party. However, the Democratic candidates for the offices of sheriff, county clerk, etc., usually received less than half the number of votes of their Republican opponents, and the contests for these positions usually were decided at the Republican primaries.

In the field of political discussion, a storm known as the "tombstone scandal" broke out, in which it was alleged that county funds

had been misused in the purchase of tombstones, ostensibly for those who had rendered their country military service. The "tombstone scandal" became the subject of cracks by "wiseacres," especially regarding the charge that a tombstone had been purchased for a "veteran of the War of 1812" when it was maintained he had been born after the close of that conflict. Ed Scanlon, humorist, in commenting on the Cattaraugus County scandal, suggested that some were of the opinion that "grave disclosures would be made."

The Windfall Cyclone of 1834 had left its name on a brook emptying into the Allegany River near Carrollton, and the small community of Indian dwellings west of Carrollton came to be known as "Windfall" or "Horseshoe." The Senecas dwelling in this section, generally speaking, had become more "Americanized" than their kinsmen in the Cold Spring area, taking little or no part in practicing the ancient rituals and ceremonies of their ancestors.

In the spring of 1932 an incident occurred in the Windfall section which, although petty and obscure in itself, nevertheless is noteworthy in that it probably represents the last bloody collision between the Indians and white people in New York State, and, as far as is generally known, the only engagement of its kind on the Allegany Reservation since it was established in 1798. The fight was the outgrowth of a twilight baseball game, and, in the few minutes of its existence, displayed the characteristics of a general "free-for-all" engagement. The ball game had been for the most part a quiet affair. It was a contest between an informal aggregation coming from the northern section of Salamanca, and a likewise informally organized group from the Windfall section. The white team from Salamanca was managed by an orchestra leader who christened his ball club by the identical name his orchestra bore: the "No-Go-Homers," a fact which was to be the source of "wise cracks" in subsequent weeks.

The manager-musician, who was also the pitcher for his nine, took no part in the disturbance which followed the game, although several of the players, besides the umpire and score-keeper (both white men), as well as some spectators of both shades of complexion participated in one way or another. An attack on the umpire set the fireworks in motion. Actual combat was not limited to the fistic variety, three white men receiving scalp injuries as a result of being struck with a club wielded by an Indian spectator, while some of the action on the Caucasian side was not of a technique permitted by Queensbury boxing rules.

None of the injuries, however, could be termed serious, and the Windfall disturbance is perhaps less noteworthy for the injuries inflicted as for the result which might have come about if quiet had not been restored when it was. Wooden clubs were present on the scene and serious consequences could easily have followed.

The twilight battle at Windfall practically sounded the death knell of the recently laid-out baseball field, for although a few games were afterwards played on it, reports of the disturbance which had followed its first game spread rapidly and the former diamond could be seen yielding a goodly crop of weeds, possibly fertilized by the blood of Indian and White man alike. For the most part, however, normal relationship between the two peoples was resumed and other baseball games in which some of the participants of the Windfall skirmish took a part were without incident.

In 1936 a group of C. C. C. youths at work in the vicinity of the state fish hatchery at East Randolph, excavated a part of a skeleton of a mastodon, an extinct animal akin to the elephant in appearance, although of a larger size. The skeleton, easily discernible as what it was claimed to be, was taken to the state museum at Albany. If made sixty years sooner, the discovery would have played into the hands of Dr. Frederick Larkin, whose archeological survey was centered in that district. A touch of humor colored the incident when some of the elderly citizens of that region claimed to remember seeing this huge animal roaming the country-side!

Dr. Larkin had suggested that mastodons might have been contemporary with the mound-builders and speculates on the possibility that they were used as beasts of burden by those people.

In recent times, efforts made by Federal, state and local units toward reforesting abandoned farms and wastelands has made steady progress. In addition to large areas in the state park reforested by the C. C. C. and by state employees, many acres of abandoned farm land, largely property taken over in default of taxes, have been utilized by the county in this manner. The city of Salamanca has displayed remarkable energy in this movement, fostering the growth of large areas of spruce and pine in the Newton Run area as an aid in protecting its highly-perfected water system.

The Calumet Club of Ellicottville maintained a policy of conducting an annual summer festival known as Old Home Week, featuring midway concessions, pavement dancing, parades, etc. In recent years other communities have been the scene of similar festivities, usually sponsored by volunteer fire companies.

The combination carnival-convention has come to be an accepted form of entertainment in Salamanca, Allegany, Cattaraugus and other localities. Without the local prestige enjoyed by fire companies, it might be difficult or impossible for carnivals to locate at some of these communities.

In 1939 a carnival at Salamanca offered the public a display of a man wrestling with an alligator, among its several side-shows. During the latter part of the week of the show's presence, the alligator died. The show continued the act the remainder of the week, how-

ever, the performer heroically wrestling with the dead carcass before an array of unsuspecting spectators.

Confidence in the integrity of many of the chance-games and raffles staged at traveling carnivals has become nearly extinct, and the efforts of some of the "barkers" to arouse enthusiasm has become almost pathetic. An exception to this generality is the stand offering popular "Bingo" games.

The now famous "depression" of the 1930's may be said to have affected this section in about the same general degree as other similar quarters of the northeastern states. Throughout the country it was observed that rural and village life suffered less during this period of hardship than the cities; hence most of the village industries, chiefly locally owned, were able to storm the tide. Both Olean and Salamanca suffered severely from unemployment, however. Employment on the railroads in both places was seriously curtailed and furniture manufacturing in Salamanca and oil refining and machine shop work in Olean suffered heavy reverses.

Capital-labor disputes, frequent occurrences in most industrial districts in recent years, have been almost wholly absent in the county, the most recent major collision being the railroad strike of 1922. Conflicts of opinion among laborers in the tanning industry over union organization have thus far failed to develop serious consequences.

In the early evening of September 30, 1939, the valley known as Fox Hollow, in the town of Ashford, was devastated by cyclone—probably the most destructive one to visit this area since the Windfall Cyclone more than a century before. Serious damage was inflicted on the entire six farms in the valley, resulting in the destruction of cattle, shattering of buildings and uprooting of trees. Clayton Fleckenstein, who, according to newspaper report had been pinned under the wreckage of a barn, died a few days after the catastrophe. His wife, also present in the barn at the time, was thrown into the granary where the oats protected her from the wreckage. The effect of the cyclone also reached the electric power lines, breaking poles and snapping wires. Mrs. Konrad suffered from the effects of electric shock. The cyclone differed from the Windfall catastrophe in that serious damage was practically limited to a single community.

The late spring of 1940 was featured by havoc coming from another source—destructive floods. On June 11, a storm which quickly assumed "cloud-burst" proportions, raged in the vicinities of Leon and Conewango. Elm Creek, attempting to assume the burden of removing a much greater volume of water than its channel could safely control, overflowed its banks at East Randolph, resulting in considerable destruction to the ground floors of houses and business places, as well as to gardens, lawns and poultry houses. Several small bridges

were made useless by this flood, chiefly over the section of Elm Creek north of East Randolph. After the storm had subsided, an array of spectators assembled at the Randolph bridge over the Little Cone-wango, the stream into which Elm Creek empties, where the increase in the stream's depth could be followed by observing objects on the banks of the creek, until it was believed to have reached the greatest depth since that bridge was completed. Damage in the village of Randolph, however, was not as great as in its sister-village to the east.

Several days after this flood heavy rain storms in the vicinity of Cattaraugus, Otto and Mansfield caused damage more serious than that resulting from the Elm Creek flood, due to the fact that it covered a larger area. In all, several bridges in six different townships, chiefly on dirt roads, were destroyed by one or another of these floods. The county highway department immediately began making plans for the reconstruction of necessary bridges and the repair of washed-out and otherwise damaged roads.

SECTION NINETEEN

PROGRESS OF THE DAIRYING INDUSTRY

The progress made by the dairying business from a mere incidental of pioneer life to an occupation almost completely dominating the agricultural resources of the county explains the thriving rural life of Cattaraugus County at present. In the early days of the lumbering industry along the Allegany River or in the valleys of the Ischua and Great Valley Creeks, there is no indication that this occupation was fostered on a commercial scale, although it seems likely that a small amount of milk was produced for local use.

The dairying business received its earliest start as a major industry in the townships in which lumbering was a lesser light, such as Leon, Dayton and Lyndon. In the town of Great Valley, destined to be one of the greatest fields of milk production, its promotion awaited the then more important work of clearing the dense forests of pine and hemlock.

Col. Dan Huntley, of Dutch Hill War fame, has been credited with possessing the first regular dairy farm.

A drift toward the cooperative system swept the dairying regions of New York and Pennsylvania in the latter half of the eighteenth century, resulting in neighborhood proprietorship of cheese factories and creameries. Previous to this era, butter and cheese had been made in small lots for home consumption or barter at local stores. The advent of cooperative factories and creameries, however, made possible the shipment of these products to distant cities and villages, the railroads being definitely established as commercial units by this time. These cooperative associations often became the center of petty squabbling and quarreling, thus impairing the system's smooth operation. Their value can perhaps best be appraised as a transition between the near-nothing which preceded it in marketing dairy products and the more elaborate system of condensing and preserving which followed.

The improvements and discoveries made in the science of milk condensing and preparation for use in ice cream, candy and baked goods resulted in several plants of this sort being established. The Mohawk Company have become operators of milk plants at Cattaraugus and South Dayton. The Cattaraugus plant had previously been operated by Nestles. The most recent addition to the county's list of milk plants is that established by the Gorden Baking Co. at Salamanca, in 1939.

A system of cooperative marketing by dairymen also found its way into this section. "The Dairymen's League Cooperative Asso-

ciation" maintained a policy of selling milk collectively. Borden's, a milk firm of nation-wide repute, became the purchaser of a large part of the county's milk through this association. Borden plants are maintained at present in Ellicottville, Little Valley, West Valley and Randolph, the last mentioned devoting much of their energy to making cans in addition to actual milk preparation. Borden's plant at Arcade also is a market for part of Cattaraugus County's dairy products.

The successful results produced by the Dairymen's League—Borden alliance encouraged the cooperative movement and a somewhat similar arrangement, although taking different form of organization, was made by the Sheffield Co., which maintained a plant at Franklinville for many years. The Sheffield plant has now passed into the hands of the Breyer Ice Cream Co.

Rivalry between the Dairymen's League and the Sheffield forces over their efforts to hold and enlarge their fields of supply became intense during the late 1920's. Both groups published pamphlets upholding their causes and appealing for support. It is quite possible that the policy of the Dairymen's League in purchasing small milk plants, then closing them up, leaving them with boarded windows and doors, produced a psychological effect which reacted unfavorably on the league.

The price paid to the farmer for milk was so low during parts of the year that its relation to the price of feed came close to causing havoc. After studying this condition, members of the State Legislature produced a plan which has been intended to alleviate the situation. A commission known as the Milk Board, has been set up, with power to set the price of milk after considering the various angles, such as prices of feed, costs of transportation, ability of the consumers to meet a certain price, etc.

Like many such agencies, the Milk Board has been both praised and condemned. Whether through its efforts or not, it can safely be said that the economic condition of the dairying industry has been greatly improved since the Milk Board's establishment.

Another plan put into operation in an effort to aid the dairying industry was that of appointing a "bargaining agency"—a commission whose field of work was broad in scope—in an effort to bring about an agreement on the price of milk. The metropolitan "bargaining agency" was aided by other similar agencies more local in their outlook.

The effects of rapid rise of dairying produced great changes in the lay-out of farm land. The general tendency being toward enlargement, it happened that small adjacent farms often were combined into one large dairy farm. Where the early or middle 19th century saw two or three small farms, each maintaining a herd of eight or ten

cattle, the proceeds of which supplemented the income from lumber, tan bark or maple syrup, the twentieth century saw these same holdings combined into one large dairy farm, the income from wood products now next to nothing, but a "milk check" arriving monthly as the one steady source of revenue. Thus it can be explained that the appearance of abandoned dwellings along the highways is not necessarily an indication of abandoned farm land, since it is possible that they may be the symbol of a small holding swallowed up by a large dairy farm.

The organization known as the "Patrons of Husbandry" was founded in 1867. It fostered local rural organizations known as "Granges" in various parts of the country. The primary purpose of this movement was a desire to aid the farmer economically and socially, although in time it took on a political aspect in some quarters. In this county, Granges was organized in most of the dairying townships and their membership has been fairly large. One of the efforts of the Grange was the practice of buying feed collectively. An effort to promote recreational activities such as picnics and dances also has been made by the organization.

The following passage from the "Randolph Register" gives an idea of activities promoted by the Grange:

"Mrs. Florence Waite received first prize in the sugar-cookie contest held at the Randolph Grange meeting. Second prize went to Mrs. Isabelle Caswell, third to Miss Edith Shipherd and fourth to Mrs. Carrie Hyke. The program of the evening was provided by the lecturer, Mrs. Rose Chubb, reading 'Good Chicken Sense;' Mrs. Clara Horton, reading 'When Tourists Go Tripping By,' Miss Edith Shipherd 'Grange Quiz' and Mrs. Dorothy Freer reading 'No Quit.'

"Ice cream and cookies were served by the committee."

In recent years the tendency toward emphasizing the educational side of agriculture has gained ground. In addition to the courses offered by Cornell, Alfred and other colleges, many of the rural high schools offer subjects in this field. Efforts in this direction include the promotion of "Future Farmer" enterprises, project work and "4-H Clubs." The last mentioned movement has swept certain rural areas in the county with an increase in membership which approximated "land-slide" proportions.

SECTION TWENTY

PARKS AND PLAYGROUNDS IN CATTARAUGUS COUNTY

Progress made in developing recreational centers in this county has been rapid. One of the earliest and most frequented of these was Rock City. The late Mrs. Catherine Bradley, of Olean, is author of a booklet describing this phenomenon of nature. She suggests that the first white men to visit the rocks may have been the surveyors laying out plans for the Kittaning Road, which passed close to the rocks. Professor James Hall commented on the group of rocks as follows:

"To these broken outliners of conglomerate, the fanciful name of 'Ruined City' has been applied; the broad fissures resemble streets and the huge rocks on either side resemble houses. There are subterranean passages and courts (formerly)... the abode of bears and wolves."

"Fat Man's Misery," "The Three Sister Rocks" and "Table Rock" were names applied to some of these huge boulders. Rock City was famous as a picnic ground and holiday resort, also as an attraction to tourists and students of geology. The old narrow gauge railroad was discontinued, but the traction company operated a trolley line through the Rock City area making it within a few minutes travel from Olean and Bradford. In recent years Rock City has declined as a resort. The discontinuance of trolley service may partially account for this.

Three geologists who visited various fields of rocks in the state between 1836 and 1840 referred to the group north of Salamanca, between the headwaters of Newton Run and Hungry Hollow, as the most imposing. This group has never become a heavily frequented resort. In recent years the C. C. C. has opened a road from Hungry Hollow to a point close to the rocks.

Lime Lake, in the town of Machias, was the scene of ice harvesting by the Webster Ice Co. of Buffalo for many years. Two ice houses, one at each end of the lake, were used in this business. Lime is present not only in the water but also in some of the soil which surrounds the lake. Sensing a possible field for commercial activity, Orrin Pierce, owner of land at the northern end of the lake near the outlet, organized a system of extracting lime from the soil to be used for fertilization. Mr. Pierce died within a short time after beginning this business and it was never revived commercially. The practice of extracting ice from the lake was also discontinued in the course of time and at present the value of Lime Lake may be considered in recreational rather than commercial terms. An abandoned milk plant which has stood at the northern end of the lake for years has been rebuilt as a skating rink. Cottages have been built along the lake shore and

suitable accommodations for swimming, diving and fishing have been made available.

The land on the west shore of the lake belongs to the county, being a part of the estate occupied by the County Home. Most of it is leased to individuals and occupied by cottages.

In 1937 a huge athletic arena, consisting of a concrete stadium, a baseball field and a quarter-mile track, was built on East State Street in Olean. A gift from Mr. and Mrs. John F. Bradner of that city made the stadium possible. On the northern side of State Street, opposite Bradner Stadium, a modern swimming pool was built on ground occupied by a handsome city park. Bradner Stadium and the park which accompany it are close enough to the heart of the city to be within the reach of everyone. In recent years the tendency toward night baseball and night football has resulted in installation of a suitable system of flood-lights. St. Bonaventure College teams play their home football games on this field, as does Olean's baseball team in the PONY League.

In Salamanca, the land which had been occupied by a state nursery on the north side of Broad Street in Salamanca, was sold to the city for one dollar and immediately preparations were made for converting it into an athletic field. A subscription fund was begun and a baseball field of the most elaborate sort, featured by neat lawns and sandy base-paths, resulted. The landscape of the park is featured by beautiful trees, shrubbery and archways. The park was dedicated in April, 1926, Congressman Daniel A. Reed delivering the main address.

A short time later a monument was unveiled at the entrance to this park, commemorating the northern extent of Major Broadhead's march in the Indian campaign of 1778. Broadhead had marched northward from Fort Pitt, intending to join Sullivan and Clinton. His provisions ran low, however, and he returned southward after reaching a point perhaps a short distance from Salamanca. The monument commemorating this expedition was unveiled by a great grand-niece of Major Broadhead.

The valley of Zoar, mentioned previously as a supposedly "bewitched" region, has been a favorite resort for tourists in recent years. This region, together with the areas known as "the Forties" and "the Breakers" in the basin of the Cattaraugus South branch, has been proposed as the sight of a state park. The waterfalls in this area: Schoolmarm Falls, Barber-brook Falls and Connoisarauley Falls constitute picturesque sights especially when viewed in the spring. No definite steps have been taken as yet toward establishing the proposed state park in the Cattaraugus basin.

The area south of the Allegany River and west of the Tuna Creek differed profusely from other areas of the same size in the county in that it was made up almost entirely of wooded highlands. The valleys, with the exception of the lower parts of Red House Valley and Quaker Run, had never become the scene of any considerable amount of activity in agriculture. Now and then a report was circulated concerning the presence of bears, bob-cats and other species of wild animals from this area, and the vicinities of Wolf Run and Quaker Run were frequented by hunters and fishermen.

After the close of the World War, a movement began to take root in favor of establishing a state park in this area. Former State Senator Albert T. Fancher of Salamanca was prominent in the promotion of the idea of a state park in the area south of the Allegany River, and to his efforts a large amount of credit for the movement is due. The Allegany State Park was established by an act of the legislature in 1921. The members of the state park commission were appointed by Governor Miller, with A. T. Fancher as chairman, and confirmed by the Senate early in 1922. De Hart Ames, of Ellicottville, secretary of the commission, ranks perhaps next to Fancher as a pioneer in this movement. Its area was 56,947 acres, and its boundaries, the Pennsylvania line on the south, Tuna Creek (except at the village of Limestone) on the east, and the Allegany Reservation on most of the north and west. However, much of this area, while part of the park in theory, had not been acquired by the state in the early days of the park's existence. During its first years, park activities were practically limited to the Quaker Run area. General headquarters were located at Frecks, about four miles up this valley.

The formal opening of the park took place on July 30, 1922, featuring a general celebration held in the Quaker Run area.

The introduction to the park to a large number of future patrons, however, occurred in the late summer of the same year, when the Elks of Salamanca staged a gigantic outing for the children of that city. This expedition, featured by a long chain of automobiles filled with noisy, demonstrative youngsters, made its way along the Allegany River road and up the Quaker Run valley to Frecks, where the preparations made by the Elks were lacking nothing in either entertainment or refreshments. The one dark phase of the outing came neither from ants or from rain, the traditional enemies of such occasions, but from a swarm of black hornets, occupying a convenient spot at which the erstwhile happy children made their way. Clay was believed an antidote to the attacks of these pests, and the clay on the shore of Quaker Run was heavily depleted as a result of this demand for first aid.

During the 1920's improvements in convenience to both tourists and campers were pushed forward yearly. Governor Smith took a lively interest in the park's welfare and made a personal tour through its area. Roads were considerably improved, both as to quality and numbers, and a larger area was acquired by the state. The summit on the hills south of Salamanca became the scene of a hamlet of cabins known as "Summit Camp." An observation tower of fifty feet was built near this camp and the drive over the "Scenic Highway," leaving Salamanca from the south, to this point, ascending the tower, later proceeding toward the already expanding Red House area of the park, was a favorite route for visitors.

The development of the park in the vicinity of Red House valley was greatly stimulated by the construction of the lake, at the point where Stoddard Run and Meeting House Run enter Red House Creek, in 1929. This lake, occupying a basin of about 110 acres, is an example of superlative skill in the fields of engineering and landscape architecture. Its broken coast line, featured by peninsulae and capes, gives it much more of a natural appearance than the river-like Cuba Lake, in spite of the fact that the latter mentioned body is over four times as large.

A proposal that the lake be named in honor of Albert T. Fancher was rejected, probably on the grounds that the name was already firmly established at other points in the park. The lake derives its name from its principal feeder, Red House Creek.

On the southern shore of the lake, a handsome stone building of colonial style has been built which houses the general offices of the park, besides containing a museum and recreational hall.

The death of Albert T. Fancher in 1929 was followed by the appointment of William Ryan as his successor as chairman of Allegany State Park Commission. This appointment aroused the ire of some of the park's supporters in Cattaraugus County, as it represented the passing of the chairmanship from this area to the city of Buffalo. It should be remembered, however, that many of the rapidly expanding activities of the park were largely the result of patronage of citizens of Erie County.

Among the institutions which have taken the quality of permanence in the park are the Children's Health Camp, established by the Cattaraugus County Board of Health, Camp Turner, instituted by Bishop Turner, Camp Fancher, The Allegany School of Natural History and Boy Scout and Girl Scout Camps. A more recent establishment which has assumed great popularity is the Camp Fire Meeting, a weekly entertainment at an outdoor amphitheatre at which various forms of amusement, such as one-act plays, group singing, etc., are held. The auditorium consists of benches with a seating capacity of

several hundred in front of the stage, near which a "camp fire" is maintained.

During its early years of existence, both fishing and hunting had been permitted under strict regulations. At the beginning of general activity by the C. C. C. in the park, hunting was prohibited. The curtailing of work by this group in 1939 was followed by a general request from hunters' organizations for restoration of legal hunting. The state council of parks, as well as large groups of the park's most active supporters, opposed the lifting of the ban on hunting, and a bitter controversy took place during the winter of 1939-1940 over the issue. Spokesmen for the hunters pointed out that hunting had been prohibited because of the presence of C. C. C. workers in the park and, as all the camps except one near the Red House entrance had been closed, danger to C. C. C. workers no longer should be considered as an obstacle. Likewise, they declared themselves willing to submit to a plan which would permit hunting in certain areas only, and some of their spokesmen were willing to have deer-hunting prohibited entirely. The amount of revenue which hunting licenses brought to the state was also brought into controversy.

On the other hand, it was pointed out that tourists and campers often visit the park throughout the fall, that both bears and deer had become surprisingly tame and friendly under the prohibition of hunting, that they believed the beauty and attractiveness of the park could best be preserved by continuing this ban, and that in other parks of similar type hunting was completely out of the question. Two vacancies, including the chairmanship, appeared on the commission at this time. The filling of these by raising Commissioner Thomas H. Dowd to the chairmanship and appointment of two other men from the southern tier to the commission was followed by an announcement that the ban on hunting would continue. In this stand it appears that the commission had the support of a majority of the general public, in spite of the strong stand taken by the spokesmen for the hunters.

In the two decades of its existence, the park has grown from a forsaken wilderness into one of the most frequented resorts in New York State, the center of vacationing for hundreds of campers annually, who find in its cool, refreshing atmosphere a pleasant relief from the confinement of city life.

* * *

On October 1, 1940, the new bridge over the Allegany River at West Salamanca was opened amid a colorful display of ceremony. The construction of this bridge served to recall the fact that the land beneath the structure had been the scene of an island park, locally treasured as a recreation spot, in the preceding century. Local mythology even identified it with still more ancient events, as is evidenced by the following poem written by Rev. Leon L. Wooden.

It is uncertain whether or not Mr. Woodin intended to portray any definite historic event. The incident has some resemblance to the conference at Big Tree. The substance of the "treaty," however, has a close resemblance to the 1838 attempt of the Ogden Land Co. to purchase occupation rights to Allegany, Cattaraugus and other reservations and establish the Indians in the West.

This plan was agreed to by a number of the sachems; however, the tribesmen objected, the validity of the transaction was questioned, and the plan was superseded in time by a different arrangement.

The portrayal of Bucktooth Island as the setting is, of course, to be taken in the light of poetic license.

"Manitou" was a title of deity used by Indian tribes of the Mid-West, but not by the Senecas.

The poem is symbolical in that it shows the heartlessness and defeatism which often featured negotiations over Indian lands:

* * *

*In the days that long have vanished
A fairy islet lay,
Where noble Allegany
Winds its torturous way.
Its shores which loving nature
In richest robes have decked,
Cleaving in twain the river that
'Till now no power had checked.*

*Tall trees adorned its bosom,
Maple and beech and oak;
The sound of beast and wild bird
Alone the silence broke.
Beneath its leafy cover
No sun ray ever gleamed—
An idol spot of shadows
Where fairies dwelt and dreamed.*

*Here from the redskin's wig-wam
Curled wreath of smoke at night
Here reigned the painted warrior
Preparing for the fight.
Here, when the fight was over
The tortured captive died;
Here burned the gentler peace-pipe
The council fire beside.*

*And now the fire burns brightly
Around each veteran chief
With scar of many a conflict
Brought out in bold relief.
By the red flickering firelight
Sat in the ruddy glare,
Seneca's best and boldest—
In sullen, mute despair.*

*Before them stood the agents,
Men of a fairer race,
Holding the treaty that gave away
Their homes to another race.
"No," cried a fierce young warrior,
"Bring not your treaties here!
Think not your bullets havoc
Has softened our hearts with fear."*

*"Manitou made the forests,
Manitou made the brave;
Seneca's son will leave his home
Only to take his grave.
Count here the scalps we've taken,
List' to your women cry!
Go, tell the grasping Yankee
We'll fight him till we die!"*

*Up rose a gray old chieftain
Grizzled and grim with years,
Raises the smoldering calumet,
Speaks, and the listener hears:
"What use to longer carry on
A war that is certain death?
Merely to curse the conqueror
With our last dying breath?"*

*"We children of the forest
Know not their arts of war;
Beaten in every battle
Driven from near and far.
If we destroy one army
Another takes its place;
Why longer wage a war that means
Destruction for our race?"*

*"May-hap the great white Father,
So merciless in the strife,
Will give to us and our children
Conquered, the boon of life.
Bring here the Yankee's treaty,
Brothers, I vote to sign!
Manitou judge between us,
Be it our land or thine!"*

*One by one rose the chieftains,
Grim in the twilight gray,
Sullen with heavy heartache,
Signing their homes away.
No sign of pain or anguish
Breathed in their stoic pride;
Silent, as fades the sunlight
The Seneca Nation died.*

*Near the gate of our little city
Lies still the fairy isle;
Wasted, its mighty forests,
Open to daylight's smile.
Grows now the weeds and bushes
Where once the great tree stood;
Stilled now, the savage war-whoop
That echoed through the wood.*

*Around, the land is fertile,
Cultured by human hand,
But on the council island,
Now by the great bridge spanned,
There dwells no human being.
'Tis said when someone sought
To build thereon, the river washed
The structure from the spot.*

*May-haps a spectre council
Sits in the shadows gray,
Guarding the sacred island,
But be that as it may
O'er-flew the gentle peace-dove
O'er the white man and the red;
And the isle in endless silence
Hallows a memory dead.*

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